RULE 10-I

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs must be worded in the following forms:

Foreman's Response

"THIS IS S.P. FOREMAN IN CHARGE OF THE WORK BETWEEN MP   AND MP   S.P. TRAIN ORDER NO. ——. WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF THE ORDER AT   M.P.H."

Engineer's Response

"THIS IS ENGINEER S.P. TRAIN ——. I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. —— BETWEEN MP   AND MP —— AT (Speed). REPEAT (Speed) MILES PER HOUR."

SPEED TABLE

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
41″	87.8	1′11″	50.7
42″	85.7	1′12″	50
43″	83.7	1′13″	49.3
44″	81.8	1′14″	48.6
45″	80	1′15″	48
46″	78.3	1′16″	47.4
47″	76.6	1′17″	46.8
48″	75	1′18″	46.2
49″	73.5	1′19″	45.6
50″	72	1′20″	45
51″	70.6	1′25″	42.4
52″	69.2	1′30″	40
53″	67.9	1′35″	37.9
54″	66.7	1′40″	36
55″	65.5	1′45″	34.3
56″	64.3	1′50″	32.7
57″	63.2	1′55″	31.3
58″	62.1	2′00″	30
59″	61	2′15″	26.7
1′00″	60	2′30″	24
1′01″	59	2′45″	21.8
1′02″	58.1	3′00″	20
1′03″	57.1	3′30″	17.1
1′04″	56.2	4′00″	15
1′05″	55.4	5′00″	12
1′06″	54.5	6′00″	10
1′07″	53.7	7′00″	8.6
1′08″	52.9	7′30″	8
1′09″	52.2	8′00″	7.5
1′10″	51.4	10′00″	6

SOUTHERN PACIFIC COMPANY

SOUTHERN PACIFIC SAFETY

LOS ANGELES DIVISION SPECIAL INSTRUCTIONS

No. 13

EFFECTIVE AUGUST 13, 1965
AT 12:01 A.M.,
PACIFIC STANDARD TIME
SUPERSEDING SPECIAL INSTRUCTIONS
No. 12

THESE INSTRUCTIONS CONSTITUTE A PART OF THE TIMETABLE CURRENTLY IN EFFECT

M. A. McINTYRE,
General Manager.

R. D. SPENCE,
S. B. BURTON,
Assistant General Managers.

J. P. GRIFFIN,
General Superintendent of Transportation.

J. J. WILLIS,
Superintendent of Transportation.

J. H. LONG,
Superintendent.

SOUTHERN PACIFIC MEMORIAL HOSPITAL, INC.

LOCATION	NAME	TITLE
San Francisco	Dr. V. M. Strange	Chief Surgeon
Los Angeles	Dr. M. T. Steele	Assistant to Chief Surgeon
Los Angeles	Dr. R. G. Stern	Division Surgeon
Los Angeles	Dr. Daniel Beltz	District Physician and Surgeon
Inglewood	Dr. Elmer David Charland	District Physician and Surgeon
Inglewood	Dr. Daniel Levenson	Emergency Surgeon
Huntington Park	Dr. Peter C. Yorke	District Physician and Surgeon
Eagle Rock	Dr. A. E. Hollenbeck	District Physician and Surgeon
Eagle Rock	Dr. W. J. Ekroth	District Physician and Surgeon
Arcadia	Dr. Herbert L. Herscher	District Physician and Surgeon
Pacoima	Dr. J. A. Hopkins	District Physician and Surgeon
North Hollywood	Dr. A. C. Stirling	District Physician and Surgeon
Burbank	Dr. Karl Stadlinger	District Physician and Surgeon
San Fernando	Dr. Walter G. Case	District Physician and Surgeon
Newhall	Dr. E. C. Innis	District Physician and Surgeon
Santa Monica	Dr. William E. Trumbull	Emergency Surgeon
Compton	Dr. C. M. Leggitt	Emergency Surgeon
Long Beach	Dr. E. Russell Cullen	District Physician and Surgeon
Long Beach	Dr. M. C. Todd	District Physician and Surgeon
Wilmington	Dr. G. H. Quillen	District Physician and Surgeon
San Pedro	Dr. Robert O. Block	District Physician and Surgeon
Whittier	Dr. Gerald H. Evers	Emergency Surgeon
Downey	Dr. S. Delos Champaign	District Physician and Surgeon
Norwalk	Dr. Curtis R. Paxman	Emergency Surgeon
Anaheim	Dr. B. D. Roberts	Emergency Surgeon
Santa Ana	Dr. L. J. Cella	Asst. Dis. Physician & Surgeon
Pasadena	Dr. Thomas A. Wynne	District Physician and Surgeon
Pasadena	Dr. Z. T. Malaby	District Physician and Surgeon
Alhambra	Dr. T. C. Nicola	Emergency Surgeon
Alhambra	Dr. E. W. Gilbert	Emergency Surgeon
San Gabriel	Dr. G. Glenn Dollinger	Emergency Surgeon
El Monte	Dr. A. S. Sonnenberg	District Physician and Surgeon
City of Industry	Dr. W. W. Schultz	District Physician and Surgeon
La Puente	Dr. C. E. Sauer	Asst. Dis. Physician & Surgeon
Covina	Dr. J. H. Austin	Emergency Surgeon
Covina	Dr. W. P. Thearle	Emergency Surgeon
Monrovia	Dr. W. M. Briggs	Emergency Surgeon
Pomona	Dr. D. B. St. Clair	District Physician and Surgeon
Colton	Dr. L. E. Ellenberger	District Physician and Surgeon
Colton	Dr. W. C. Engel	District Physician and Surgeon
Colton	Dr. Charles Engel	Asst. Dis. Physician & Surgeon
San Bernardino	Dr. C. M. Hadley	Oculist and Aurist
San Bernardino	Dr. Frederick H. Hull	Oculist and Aurist
San Bernardino	Dr. S. B. Hughes	District Physician and Surgeon
Riverside	Dr. Edw. E. Engel	District Physician and Surgeon
Redlands	Dr. H. A. Hill	District Physician and Surgeon
Banning	Dr. Joseph Nagy	Asst. Dis. Physician & Surgeon
Palm Springs	Dr. C. H. Woodmansee	District Physician and Surgeon
Indio	Dr. R. R. Dannebaum	District Physician and Surgeon
Indio	Dr. Alfred H. Herman	Oculist and Aurist
Calipatria	Dr. N. K. Caldwell	Emergency Surgeon
El Centro	Dr. J. E. Hayworth	District Physician and Surgeon
Brawley	Dr. A. H. Foster	District Physician and Surgeon
Brawley	Dr. C. M. Cutshaw	Asst. Dis. Physician & Surgeon
Brawley	Dr. G. C. Holleran	District Physician and Surgeon
Brawley	Dr. Theo. Niewenhous	District Physician and Surgeon
Calexico	Dr. M. P. Ajalat	District Physician and Surgeon
Mexicali	Dr. Mario Flores	District Physician and Surgeon
Mexicali	Dr. G. H. Salazar	Asst. Dis. Physician & Surgeon
Yuma	Dr. C. S. Powell	District Physician and Surgeon
Yuma	Dr. Wm. H. Lyle	Asst. Dis. Physician & Surgeon
Yuma	Dr. J. F. Stanley	Asst. Dis. Physician & Surgeon
Yuma	Dr. Robert A. Stratton	Asst. Dis. Physician & Surgeon
Yuma	Dr. James Volpe, Jr	Refractionist
Glendale	Dr. E. A. Westphal	District Physician and Surgeon
Glendale	Dr. E. A. Taylor	Asst. Dis. Physician & Surgeon
Canoga Park and Reseda	Dr. M. S. Sumner	Emergency Surgeon
Van Nuys	Dr. Claude H. Chan	District Physician and Surgeon
Fillmore	Dr. H. B. Osborn	District Physician and Surgeon
Saticoy	Dr. A. W. Cruden	Emergency Surgeon
Moorpark	Dr. John O. James	Emergency Surgeon
Oxnard	Dr. Wallace A. Tamayose	District Physician and Surgeon
Ventura	Dr. H. R. Henderson	District Physician and Surgeon
Ojai	Dr. C. G. Drace	Emergency Surgeon
Carpinteria	Dr. G. Horace Coshow	District Physician and Surgeon
Santa Barbara	Dr. Kent R. Wilson	District Physician and Surgeon
Santa Barbara	Dr. G. T. Flynn	Asst. Dis. Physician & Surgeon
Santa Barbara	Dr. W. R. Johnston	Oculist and Aurist
Santa Barbara	Dr. W. B. Gibb	Oculist
San Luis Obispo	Dr. James Barry Smith	District Physician and Surgeon
San Luis Obispo	Dr. R. T. Treadwell	District Physician and Surgeon
San Luis Obispo	Dr. A. F. Fogo	Aurist
San Luis Obispo	Dr. Karl Kundert	Asst. Aculist
Santa Maria	Dr. A. M. Beekler	Asst. Dis. Physician & Surgeon
Santa Maria	Dr. S. A. Fuhring	Asst. Oculist and Aurist
Guadalupe	Dr. Harold O. Nelson	District Physician and Surgeon
Lompoc	Dr. J. D. Warrick	District Physician and Surgeon

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patient cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

General Hospital	San Francisco
Division Hospital	Santa Fe Hospital, Los Angeles
Emergency Hospital	Mission Road Coach Yard, Los Angeles
Emergency Hospital	Taylor Yards, Los Angeles

WATCH INSPECTORS

San Francisco	K. I. Dunlap, Mgr. of Time Service, 65 Market St.
Los Angeles	Merit Watch Co., Rm. 919, 610 S. Main St.
Los Angeles	Chas. J. Weir, 3161 Glendale Blvd.
Los Angeles	Jos. J. Tholt, 598 West Ave. 28
Los Angeles	Carl Kimmell, 7512 Sunset Blvd.
Los Angeles	Clayton W. Riggs, 4944 Huntington Dr. So.
Ocean Park	B. Rubenfeld, 2917 Main St.
San Fernando	Levitt Jewelers, 1012 San Fernando Rd.
Huntington Park	Pedmores, 7214 Pacific Blvd.
Glendale	Parr's, 102 East Broadway
Temple City	Fitzjohn's Jewelers, 9557 E. Las Tunas Dr.
Santa Ana	Ewerts, 113 W. 4th St.
Oxnard	Bond's Jewelers
Santa Barbara	Alfred's Jewelers, 1103 State St.
Wilmington	C. M. Wright & Son, 734 Avalon Blvd.
San Pedro	Perham's, 273 W. Sixth St.
Long Beach	C. C. Lewis Jewelry Co., 333 Pine Ave.
Pasadena	J. Herbert Hall Co., 725 E. Colorado Blvd.
Alhambra	H. E. Wellman, Jeweler, 28 E. Main St.
El Monte	Lawson's, 10842 W. Valley Blvd.
La Puente	Rudolph's Jewelers, 15805 E. Main St.
Covina	J. Hoeard Boal, 236 N. Citrus Ave.
Pomona	E. W. Rehkop, 285 E. Second St.
Colton	Lincoln Jewelers, 1153 No. Mt. Vernon Ave.
Redlands	Smith Jewelers, 110 E. State St.
Banning	Felts Jewelry, 54 W. Ramsey
Indio	Titus & Shepherd Jewelers
Yuma	Edwards Jewelry Co., 298 Main St.
Yuma	Marti Jewelry, 1076 Fourth Ave.
Ventura	G. J. Adamson
El Centro	Henry's Jewelers, 522 Main St.
Brawley	Al Johnson, 538 Main St.
Fillmore	Scherzinger Jewelers, 335 Central
San Bernardino	Olsen's Jewelry, 317 E St.
San Luis Obispo	Don Andrews, 1009 Higuera
Lompoc	Bartholis Jewelry, 111½ So. H St.
Sherman Oaks	Berggren Jewelers, 25 Fashion Square
Colton	Miller's Jewelers (. A. McDonald), 176 No. 8th St.
Compton	Finley's Jewelry Store, 182 E. Compton Blvd.
El Segundo	Kile's Watch Shop, 126 W. Grand Ave.
Huntington Beach	Geo. Jack—Jack's Jewelers, 114 Main St.
Inglewood	D. L. McNeil, 134 No. Market St.
Monrovia	Box Jewelers, 518 W. Myrtle
Santa Monica	N. W. Burbar, 1327 3rd St.
Torrance	Howard's Jewelers, 1321 Sartori Ave.

RULE A. Employes must know they have in their copy of Rules and Regulations of the Transportation Department effective July 1, 1960, page revisions listed on page 1, revised April 1, 1961.

RULE M. Employes are prohibited from riding or walking on the roof of any moving car.

(Exception: Employes may ride on the roof of cars when necessary during switching operations, but must not cross from the roof of one car to another while in motion.)

Employes are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and siding.

There are numerous other structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their location and avoid personal injury.

RULE 1. Form prescribed for recording variations of standard clock with time signal has been discontinued.

RULE 10-G. On all branch lines except EASTWARD, NILAND TO CALEXICO (Calexico Branch):

MP 686.80 to MP 699.45
MP 699.47 to MP 708.88

WESTWARD, CALEXICO TO NILAND (Calexico Branch):

MP 708.88 to MP 699.47
MP 699.45 to MP 686.80

an unattended red flag by day and, in addition, a red light by night will be placed to the right of main track in direction of approach at a distance of 1,000 feet from the point to be protected a yellow signal will be displayed to right of track and a torpedo will be placed on rail one-half mile in advance of red signal. Flagman will not be provided. Trains stopped by these signals must be governed by signal or instructions from the foreman in charge.

Between the mileposts listed above the yellow flag and torpedo will be placed one and one-half miles in advance of the red flag.

RULES 10-G, 10-H and 10-I. When unattended red flags or red lights, yellow signals, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to right of track in direction of approach. If clearance between siding and main track does not permit display of these signals to right of track in direction of approach, signals may be displayed to left of track in direction of approach. Display of these signals to the left of track in direction of approach must be respected as though they were displayed in accordance with these rules.

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on branches. Speed Restrictions tables will indicate permissible speeds between mile post locations named.

RULE 16(k). Los Angeles Union Passenger Terminal: When standing, apply or release air brakes.

RULE 19. Last sentence of Item (5) is cancelled.

RULE 26. On diesel fueling tracks, a blue light will not be attached to reflectorized "Men at Work" signs when displayed at night.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 98. Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

RULE 105. Sidings designated "E" in capacity of sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains. Those designated "N" for North and "S" for South are assigned for use by trains as shown in special instructions for the subdivision on which located.

Capacity of sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one engine and caboose.

When length of train and/or capacity of siding permits, trains taking siding after clearing main track will provide not less than 400 feet additional clearance to fouling points.

RULE 220-A is revised as follows: "Train orders relating to track conditions and Form Y train orders, unless annulled, must be respected by conductor and engineer on all trips made during the tour of duty on which such orders are received. Other train orders received by a train may be made applicable to an additional trip by issuance of an order reading 'RESPECT ORDER No. ____________', or adding these words to the order creating the train for the additional trip.

"FORMS OF TRAIN ORDERS"

Form G, last paragraph, is revised as follows: 'When an order, Form G, is fulfilled or annulled, other forms of orders held by the extra so created, except Forms K, V, Y, and train orders relating to track conditions, are also made void.'

RULE 283. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. A and B, must be made with caution.

RULES 281 and 285. Movements against the current of traffic or to non-signaled track, governed by semaphore type dwarf signals displaying "Proceed", Fig. E, Rule 281; or by light type signals displaying "Proceed not Exceeding Medium Speed", Figs. D or G, Rule 285, must be made with caution.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

PUSH BUTTONS

Where signal protection is provided for movements from an adjacent track to main track, push buttons and pilot lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track. Further instructions posted inside push button box.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until block indicator indicates block clear on opposite track. Within CTC limits, train dispatcher must also be notified by telephone when completed.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "unlocked".

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked. Within CTC limits, train dispatcher's permission must also be obtained before lock box door is opened.

When block indicators indicate "block occupied", instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that the removal of the switch lock has the same effect as opening the lock box door. Instead of being equipped with an "unlocked" indicator, these locks have a pilot light that indicates by illumination when the lock is unlocked.

When pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box, protected with a cover and locked with switch lock, should be depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

Emergency lock release to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, train dispatcher must be notified immediately, and movement made only after flag protection provided on both tracks.

MECHANICAL SWITCH LOCKS

After lock box door is opened lock lever may be moved upward against stop. After a time interval of from one to seven minutes indicator will show UNLOCKED and lever may be moved to reverse position "R". Switch may then be operated in usual manner.

Lock lever must not be returned to normal position "N" until all movements over the switch are completed and switch returned to normal position and locked.

Emergency lock release is to be used only in case of mechanical failure, as indicated by failure of time release to function after several minutes. When necessary to break seal on emergency release, train dispatcher or signal operator must be notified immediately and movement made only after necessary flag protection is provided.

RULE 663(b). INTERLOCKING

Signal operator may authorize movements under provisions of this rule after it has been ascertained indication lights on control panel are illuminated indicating dual control switches are in proper position and locked for movement without requiring dual control switches to be in hand position as required by Rule 772.

When indication lights on control panel are not illuminated movements may be authorized under provisions of this rule; however, before making a facing point or trailing point movement over dual control switches, such switches must be placed in hand position in accordance with Rule 772 and locked until movement over switch has been completed. When movement has been completed, switch must be returned to normal position and selector lever restored to motor position and locked.

CENTRALIZED TRAFFIC CONTROL

RULE 765. Hand operated switches within A-PB or CTC limits must not be operated without permission from train dispatcher and where main track hand operated switches are not equipped with electric or mechanical switch locks and maximum authorized speed is in excess of 20 MPH, trains and engines using such switches must occupy main track continuously or leave main track switch open while work is being performed. Such tracks must not be used by trains or engines for the meeting or passing of trains.

RULE 776. Trains authorized by train dispatcher to pass absolute signal displaying stop indication and to proceed at restricted speed under provisions of this rule may resume normal speed after rear of train passes next block signal displaying green aspect.

GENERAL REGULATIONS

RULE 808. In case of grade crossing accident it is permissible for crew members on request of law enforcement officers to furnish their names, occupations and addresses; identification of the train; direction and approximate speed of the train; confirmation that whistle, bell, and headlight or headlights were operating; and direction of the vehicle. Signed statements are not to be given. Should police officer desire additional information they should be courteously referred to Claims Department representative.

RULE 836. Outside of yard limits cars shoved ahead of engine between stations on descending grade must be chained to the engine. When practicable engine must be kept on descending grade end of cars.

RULE 872. Enginemen when taking charge of through freight or passenger engines at San Luis Obispo, Santa Barbara, Los Angeles, Colton, Indio, and Yuma will consider engines as having been amply supplied with fuel and sand.

RULE 873. Sanders must not be operated between absolute or interlocking signals governing movement over dual control or power operated switches.

AIR BRAKE RULES

RULE 2. Engineers when taking charge of road engine at San Luis Obispo, Santa Barbara, Los Angeles, Colton, Indio, and Yuma will consider sanders are operating properly.

Enginemen taking charge of road engines at Taylor Roundhouse will consider that condensation has been drained from reservoirs, and from moisture and dirt collectors; that sanders are operating properly; and that communicating signal is operating and cut-out cocks are properly positioned on engines in passenger service.

RULE 2-B. Dynamic brake on head end of freight trains must not exceed four 6-axle units, six 4-axle units or any combination of both which totals 24-axles of dynamic braking, except dynamic brake on DF-1 to DF-13 classes is limited to five units.

Trailing EMD units are capable of dynamic braking when connected to the lead unit with a field loop jumper.

A DF class Alco unit is capable of dynamic braking when its dynamic brake cut-out switch is closed; when the switch is open, the dynamic brake will not operate on the unit.

Field loop jumpers are only required in Alco units to permit the dynamic brake to operate on trailing EMD unit.

RULE 2-C. Enginemen must assure themselves that safety control valve (deadman control) is fully cut in when handling cars with train brakes cut in.

RULE 3. Standard brake pipe pressure for freight and mixed trains is 90 pounds.

RULE 11. Cars equipped with brake cylinder release valve may have one or two operating release rods. Operating rods connected to brake cylinder release valve may be identified by stencil reading "Br.Cyl.Rel." or by a diamond shaped stencil or by noting that ends of release rod form a small closed circle. Air brakes can be released on cars equipped with a brake cylinder release valve by a hard momentary pull on release rod after brake pipe pressure has been depleted.

FREIGHT TRAINS

RULE 22. Trainmen must not couple air hoses on outgoing trains at San Luis Obispo, Santa Barbara, Los Nietos, Colton, Indio and El Centro until train is made up and caboose and engine on train. Coupling engine on head end and caboose to rear of train is an indication that train is made up and yardmen have completed their work. Yardmen or trainmen must not perform switching on, or couple other cars to a train on which the caboose and engine have been attached, without instructions from yardmaster, or proper authority, who will arrange to notify members of crew in advance.

RULE 23. The following series of cars are equipped with AB brake system, double capacity, which has automatic changeover feature to provide proper brake function when car is loaded and when empty:

SP 345000-345669 (Gondolas)
SP 463500-463999 Hoppers (open top)
SP 467500-467549 Hoppers (open top)
SP 491000-491059 Hoppers (covered)
SP 492000-492039 Hoppers (covered)
SP 500604 Flat Car

Before leaving a station or point where such cars have been added to the consist, engineer must actuate the automatic changeover feature by reducing brake pipe pressure to below 20 pounds whether cars are loaded or empty.

RULE 33. When gross tonnage of freight train handling cars with single capacity brakes exceeds 80 tons per operative brake, maximum speed of train must not exceed 45 MPH.

MISCELLANEOUS

5. Helper Service.

(a) When helper engine is placed behind caboose, not more than 2 operating units or 4000 operative horsepower will be used.

(b) When helper engine is placed immediately ahead of caboose not more than four operating units or 8000 operating horsepower will be used.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

6. Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3¼ inches in length must not exceed 10 MPH. When flat spots are not in excess of 3¼ inches long such cars may be operated at maximum authorized speeds.

27. Should a passenger train be stopped in a tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

Should a train be stopped with the engine in a tunnel and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in the case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Engine wheels must be secured by blocking chain, and power plants and steam generators, if any, on engine shut down.

28. DF-1 to 12 and DP class engines operated with engineer in other than lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossing at grade, subject to further restrictions imposed by local conditions.

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restriction applicable to certain territories as shown in Speed Restrictions for Trains:

NOMINAL CLASS	RUNNING FORWARD WITH TRAIN OR LIGHT	RUNNING BACKWARD WITH TRAIN OR LIGHT
DF-1 to 12 with 60/17 gear ratio trucks	79	#30
DF-1 to 15 with 61/16 gear ratio trucks	75	#30
DF-1 to 14 with 62/15 gear ratio trucks	70	#30
DF-100	65	##65
DF-101, 103 to 107, 109 to 112	35*	##35*
DF-115, 119, 123, 126	65	##65
DF-114, 117 with 62/15 gear ratio trucks	65	##65
DF-114, 117 with 65/12 gear ratio trucks	55	##55
DF-116, 118, 120	70	##70
DF-121, 122, 124, 125	70	##70
DF-127	65	##65
DF-500, 501	70	##70
DF-502	70	##70
DF-600, 601	70	##70
DF-602, 603, 606 with 60/17 gear ratio trucks	79	##79
DF-602, 603, 606 with 61/16 gear ratio trucks	75	##75
DF-604, 605, 607 to 616	70	##70
DF-617 to 624, 700, 701	75	##75
DF-800	70	#30
DF-801	70	##70
DF-802	75	##75
DP-4, 7, 12	79	#30
DP-5, 6, 8, 9, 10, 11	79	#30
DP-13	79	#30
DS-1, 4, 5	45	45
DS-6 to 12	60	60
DS-100 to 108, 110 to 115, 117 to 122	60	##60
DS-109	65	65
DS-200 to 205	35	35
DS-300 to 302	35*	##35*
DS-303	65	##65
DS-400 to 402	65	##65
DS-500 to 506	55	##55
DS-600 to 606	65	##65
DS-607	60	##60
RDC	79	#30
Any steam or diesel engine not listed	35	25

#When on head end of train or running light and engineer is in other than leading control cab in direction of movement.

##When operated in multiple unit control with engineer in other than lead unit in direction of movement must not exceed 30 MPH.

*On less than 90-pound rail must not exceed 25 MPH.

Maximum speed of trains handling diesel engines dead in train is speed shown for same diesel engine running forward light, except DS-200 and DS-201 class restricted to 30 MPH.

Diesel engines must not be moved dead in train unless properly prepared as prescribed by the rules.

Diesel engines weighing 150,000 pounds or more moving dead in train will be placed either first behind engine handling train or behind first car if loaded; diesel engines weighing less than 150,000 pounds must be placed near rear of train.

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train-order designating maximum speed is issued.

Movement of foreign line engines, in service or dead in train, must not be authorized until provisions of current Line Clearance Circular have been complied with.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or triple loads	..	25
Scale test cars, except:	40	30
SPMW 2024	65	49
Cars with arch bar trucks	40	30
Steel pile-drivers, except:	40*	30*
SPMW 4088 and 5479 (locomotive crane pile-driver)	45*	35*
Relief outfits with steam derrick, except:	45	25*
(Relief outfits 7014 and 7025 must not be operated on any branch, except may be operated on Santa Paula Branch provided an empty 50-foot car is placed between crane and engine; on San Pedro Branch to MP 504.00; on Burbank Branch between Burbank and Canoga Park; on Santa Ana Branch and on Puente Branch)	35*	25*
Locomotive cranes:		
with boom disconnected, heavy end forward	45*	25*
except SPMW 743, 4020 and 4049	35*	25*
with boom disconnected, light end forward	20*	15
with boom in place, either end forward	25*	15
Rotary snow plows:		
Electrified	35	15
Steam	25	15

*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed signs.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains of deadhead equipment with caboose	65	..
Passenger trains with caboose	65	..
Engine and caboose only, except must not exceed speed for same engine running forward light.	..	65
Engine, flanger and caboose only, except:	..	40
On curves	..	30
Logs loaded on flat or logging cars, except:	..	35
On curves	..	25
Through truss bridges, tunnels, and passing stations	..	15

All cars handled in passenger train must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

Baggage, express, mail, refrigerator or other head-end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

Where mail, papers, or ice are to be dispatched from passenger trains at points where train does not stop, slow down sufficiently to permit safe dispatch without hazard, and stop at such stations for this purpose if train is moving on adjoining track between passenger train and point of exchange.

When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains and light engines must not exceed 59 MPH, and speed of freight trains must not exceed 49 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

Freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 60 MPH (65 MPH when specifically authorized) consistent with local restrictions account grade and other conditions, provided trains:

1. Do not exceed 120 cars and 40 tons per operative brake, or
2. When carrying 90 lbs. brake pipe pressure, do not exceed:

Number of Cars	Tons Per Operative Brake
70	60
75	59
80	58
85	57
90	56
95	55
100	54
105	53
110	52
115	51
120	50

Public Utilities Commission of California Decision No. 66278 effective Nov. 5, 1963, provides blanket authorization for movement of high-cube box cars over the following routes in the State of California:

A. Between Yuma, Ariz. and Taylor Yard, California, via Colton, City of Industry, and Alhambra Avenue.

B. Between Downey Ave. Interchange Yard and South Gate via Taylor and East Bank of Los Angeles River.

C. Between City of Industry and South Gate via Studebaker.

D. Between Downey Ave. Interchange and Raymer via Burbank.

E. Between Burbank Jct. and Mojave via Saugus.

F. Between Mojave and Bakersfield.

G. Between Bakersfield and Melrose via Goshen Junction, Fresno, Los Banos.

High-cube box cars that move via the above routes, under this blanket authorization as well as high-cube box cars handled over other parts of ourline within the State of California under special authorizations obtained from the Calif. Public Utilities Commission may be handled only under the following conditions:

1. If train length permits, such cars shall be trained at least five cars distant from caboose.
2. The crew of each train containing freight cars herein authorized to be operated shall be informed by an appropriate train order that the consist of the train includes freight cars of such excess height and that members of the train crew are forbidden to ride on top of any such cars.
3. Any yard crew required to handle freight cars herein authorized to be operated shall be notified by its supervising officials of the presence of such cars in said yard.
4. Instructions be issued to all road and yard crews forbidding them to ride on the tops of the cars herein authorized to be operated.

Advance notice must be furnished by Superintendents to connecting divisions advising them of movements of such cars in order that the above requirements may be complied with.

Public Utilities Commission of California Decision No. 67027, effective April 20, 1964, grants permission to operate open top freight cars of an overall height of 17 ft. 0 in. above top of rail in the State of California. If length of train permits, such cars shall be entrained at least five cars distant from the caboose and the engine.

Maximum speed for trains handling open top loads of Petroleum Coke is restricted to 40 MPH.

RULE 10-J. Speed signs to left of track:

Eastward	Reading	Westward	Reading
		MP 254.04	25
		MP 264.71	60-50
MP 398.47	65-50	MP 462.40	79-50
		MP 490.36	6

Speed signs to right of track, but with one track intervening:

Westward at MP 486.30 reading 10 is to right of drill track and beyond Alameda St.

Westward at MP 488.10 reading 12 is to right of drill track.

Eastward at MP 501.24 reading 15.

RULE 14. On Santa Monica, Hollywood and Alla Branches Trombone Whistle only is to be used, the use of Air Horn is prohibited.

RULE 14(m). Whistle will not be sounded one mile before reaching stations between Los Angeles and Burbank Jct.

RULE 21-C. Train indicators on trains arriving San Luis Obispo may be displayed until engine reaches roundhouse, but must be removed immediately on arrival at roundhouse.

RULE 82-A. Trains to or from San Joaquin Division authorized on San Joaquin or Los Angeles Division are also authorized between Los Angeles or Los Angeles Yard and Burbank Jct. and will display indicators and signals, if any, accordingly between Los Angeles or Los Angeles Yard and Burbank Jct.

Trains to San Joaquin Division originating at Los Angeles or Los Angeles Yard must obtain San Joaquin Division clearance and need not obtain Los Angeles Division clearance; and need not obtain clearance at Burbank Jct. if cleared by train-order signal.

Eastward regular trains and sections thereof from San Joaquin Division need not obtain clearance at Burbank Jct.

Extra trains operating on the Burbank Branch between Burbank and Chatsworth will display indicators as an extra train on the entire trip as indicated by engine number lead unit and are authorized to operate on the Burbank Branch as extra trains between Burbank and Chatsworth without obtaining a clearance.

When an extra train is operating on the Burbank Branch train dispatcher must not authorize another extra train to operate on Burbank Branch without first having understanding in accordance with provisions of Rule 208-A with the conductor and engineer of the extra train that is operating on the Burbank Branch.

Clearance, and orders, if any, will be delivered to light engines for the SAN JOAQUIN DIVISION originating at Taylor Roundhouse at Taylor Yard train-order office.

Clearance, and orders, if any, will be delivered to light engines for COAST and EAST originating at Taylor Roundhouse at enginemen's register room Taylor Roundhouse.

Extra trains originating at Lompoc and operating between Lompoc and Surf will display indicators as an extra train on entire trip as indicated by engine number leaving Lompoc and are authorized to operate as extra trains between Lompoc and Surf without obtaining a clearance at Lompoc.

Train dispatcher must not authorize an extra train to leave Surf via Lompoc and White Hills Branches without first having an understanding under the provisions of Rule 208-A with conductors and engineers of trains that are authorized to originate at Lompoc without train-order authority.

All trains must obtain a clearance before leaving Santa Barbara. Regular trains and sections thereof will be authorized at Santa Barbara by clearance which must bear the OK, time and initials of the chief train dispatcher.

RULE 83. Identification may be made by eastward trains on double track between Santa Barbara and East Santa Barbara to be applied at end of double track. Reduce speed sufficiently to permit identification and comply with Rule 14(k).

When a regular train or section of schedule is checked at Los Angeles it will not be necesssry to obtain check of the same train at Burbank Jct. when moving to San Joaquin Division.

Identification may be made by trains between Burbank Jct. and Glendale to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification and Rule 14(k) will apply.

Identification may be made eastward between San Luis Obispo and MP 254.86, and westward between Santa Barbara and MP 368.28, to be applied at the end of double track. Trains approaching each other between these points must reduce speed sufficiently to permit identification, and Rule 14(k) will apply.

RULE 83-A. At the following stations, only trains indicated will register:

Guadalupe........Trains originating or terminating.

Registration of westward light engines, terminating at San Luis Obispo, may be telephoned on arrival at roundhouse to train-order operator who must enter same on register and verify by repeating registration.

Extra trains originating at Lompoc, in addition to information required by train register, must register destination of trip (turning point) and date of departure in the column captioned "signals". When trip has been completed, date of arrival at Lompoc must also be entered in column captioned "signals."

When engine is changed before completion of a trip crew must indicate on train register that trip was originated with engine No..... and completed with engine No.......

An extra train en route Lompoc to Surf or any intermediate point must not leave Lompoc until it has been ascertained from the train register that all preceding extra trains have completed their trip and registered time and date of arrival at Lompoc accordingly.

Los Angeles Yard, originating or terminating, except light engines to or from Santa Barbara Subdivision.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Santa Barbara..First-class and trains consisting of passenger equipment only.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, are established at the following points:

West MP		East MP
249.56	San Luis Obispo	254.00
264.50	Oceana	267.00
275.20	Guadalupe	277.32
301.85	Surf	303.49
	" (Lompoc Branch)	303.84
310.61	Lompoc	316.93
369.16	Santa Barbara	373.71
397.13	Ventura	400.50
	" (Ojai Branch)	End of Branch
406.61	Oxnard	409.12
402.94	Montalvo (Santa Paula Branch)	404.83
423.54	Fillmore	425.62
412.57	Santa Paula	416.53
446.06	Chatsworth (Burbank Branch)	446.35
449.37	Saugus	451.64
448.17	" (Santa Paula Branch	
444.7	Chatsworth	462.00
462.32	Los Angeles (Coast line	
471.20	" (Saugus-Alhambra line)	488.69
466.19	" (Burbank Branch)	
	" (San Pedro Branch)	489.90
489.91	South Gate	End of Branch
	(also includes Long Beach Branch)	

Los Angeles to 84th Street (Wilmington Branch)
84th Street to Wilmington (Wilmington Branch)
Dominguez to End of Branch (East Long Beach Branch)
Watts to End of Branch (El Segundo Branch)
South Los Angeles to End of Branch (Torrance Branch)
Los Angeles (Butte St.) to End of Branch (Santa Monica Branch)
Talamantes to End of Branch (Hollywood Branch)
Culver Jct. to End of Branch (Alla Branch)

Yard limit signs located to left of track:
Eastward on Saugus line, Burbank Jct.

San Luis Obispo. Westward freight trains except No. 371 and 373 must not pass Signal 2533 unless proceed signal received from switchmen, green flag by day, green light by night, or orally instructed by yardmaster or his representative.

RULE 95. All trains must obtain a clearance before leaving Santa Barbara.

RULE D-97-A. Applies between Santa Barbara and East Santa Barbara and between Burbank Jct. and Los Angeles, between San Luis Obispo and East San Luis Obispo and between Santa Barbara and West Santa Barbara.

RULE 98. Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

Trains and engines must approach with caution, and may move over following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

San Pedro Br.—MP 491.30. (Must not exceed 6 MPH.)
Long Beach Br.—MP 501.90 AT&SFRy crossing Texas Co. spur.

Dominguez (San Pedro Branch): Crossing at MP 496.19 is not protected by interlocking. Trains and engines must stop before crossing track and not proceed over crossing until it has been ascertained there are no trains or engines closely approaching the crossing from either direction.

"STOP" signs installed in approach to this crossing.

Sign reading: "RAILROAD CROSSING 2500 Feet" located at MP 496.66 for westward trains and sign "RAILROAD CROSSING 2500 Feet" located at MP 495.71 for eastward trains.

Cota: UPRR crossing 1.7 miles east of Dominguez, East Long Beach Branch, not protected by interlocking. Trains and engines must stop before crossing UPRR tracks and not proceed over crossing until it has been ascertained there are no trains or engines closely approaching the crossing from either direction. SP trains and engines have precedence over UP trains and engines when using this crossing.

"STOP" signs are installed on UPRR and SP tracks to approach to this crossing. Sign reading "RAILROAD CROSSING 2500 Feet" is located 2500 feet east and west of crossing.

AT&SFRy crossing of the Southern Pacific tracks El Segundo Branch at Wise not protected by interlocking. Trains and engines must stop before crossing Santa Fe tracks and not proceed over crossing until it has been ascertained there are no trains or engines closely approaching the crossing from either direction.

When fog conditions or inclement weather exists impairing vision, a lighted fusee must be placed not less than 100 feet each side of crossing before movement is made over crossing. Santa Fe trains and engines will have precedence over SP trains and engines when using this crossing and will proceed at 10 MPH without stopping.

"STOP" signs installed on SP tracks in approach to this crossing.

Sign reading "RAILROAD CROSSING 2000 Feet" is located 2000 feet east and west of crossing.

Split point derail is in service on west side of Santa Fe Ry and will be manually operated.

RULE 99. Between yard limit signs Los Angeles (San Pedro Branch)-South Gate, MP 489.90-MP 489.91 engines may proceed without train order authority under protection of flagman as prescribed by Rule 99.

Flag protection to rear is not required on Burbank Branch between Burbank and Chatsworth.

Between yard limit signs Burbank Jct., MP 462.00-MP 462.32, engines may proceed without train order authority under the protection of flagman as prescribed by Rule 99.

Flag protection to rear is not required between Lompoc and Surf.

RULE 99-C. Will apply on Santa Paula and Burbank Branches.

RULE 103-A. Automatic crossing gates:

Following crossings protected by gates with control circuits located within short distance of crossings.

Crews of trains or engines making stop, reverse movements, movements against the current of traffic or from yard tracks over crossings, must know that gates are down and crossings clear of vehicular traffic before entering crossings.

Station	Location	MP
**Santa Barbara	State St.	370.80
Northridge	Reseda Blvd.	449.80
Raymer-Gemco	Van Nuys Blvd	455.00
***North Hollywood	Tujunga Ave	462.80
*Burbank	Alameda Ave.	472.80
Burbank West Glendale	Allen Ave	473.10
West Glendale	Western Ave.	473.40
West Glendale	Sonora Ave.	473.80
West Glendale	Grandview Place	474.20
West Glendale	Kellogg Ave.	474.50
West Glendale	Aviation Drive	474.80
West Glendale	Broadway Ave.	475.40
West Glendale-Glendale	Goodwin Ave.	476.10
West Glendale-Glendale	Chevy Chase Ave.	476.40
Mission Tower	Main St.	482.00

*When necessary to cut crossing cars must not be left within 50 feet of either side of crossing and before coupling train gates must be lowered manually by inserting switch key in receptacle on gate standard and turn one-half turn to right and leave key in this position until gates have lowered and movement has entered crossing.

**Eastward trains making station stop must stop west of marker post located just west of crossing. When such trains are ready to depart, gates must be lowered manually by inserting switch key in receptacle, located just west of crossing adjacent to Eastward Track, and turn one-half turn to right. Key may then be removed but track east of marker post must be occupied within one minute or gates will raise.

***Signs reading "APPROACH CIRCUIT" located 808 feet west of crossing for eastward trains and 590 feet east of crossing for westward trains. Aluminum marker posts located approximately 60 feet east and west of crossing. Crossing protection signal will cut out if engines or cars moving toward crossing occupy track between "APPROACH CIRCUIT" signs and aluminum marker post for more than two minutes and member of crew must protect traffic before moving over crossing.

Number	Location
6A-2.76-C	Alameda St. (Clement Jct.)
6L-5.23	Florence Ave.
6L-12.66	Manville St.
6L-13.28	Alameda St. (See Note No. 1)
6L-13.42	Santa Fe Ave.
6L-16.51	Wardlow Road

The following crossings equipped with automatic crossing protection have aluminum marker posts installed approximately seventy-five feet from crossing. Trains or engines must stop at aluminum marker post and allow crossing protection to operate twenty seconds before entering crossing:

CROSSING	TRACK	DIRECTION
Wilmington Branch:		
Florence Ave.	Nadeau Siding	Eastward
Florence Ave.	Nadeau Siding	Westward
Nadeau Street	Local Track	Westward
97th Street	Storage Track	Eastward
97th Street	Storage Track	Westward
Manville	General Pipe Spur	Eastward
Manville	General Pipe Spur	Westward
Dominguez Street	Dolores Yard Lead	Eastward
Dominguez Street	Dolores Yard Lead	Westward
Carson Street	Storage Track	Eastward
Carson Street	Storage Track	Westward
223rd Street	Storage Track	Eastward
223rd Street	Storage Track	Westward
Sepulveda Blvd.	All Tracks	Eastward
Sepulveda Blvd.	All Tracks	Westward
East Long Beach Branch:		
Alameda Street	Main Track	Eastward
Alameda Street	Main Track	Westward
*Santa Fe Avenue	Main Track	Westward
Santa Fe Avenue	Spur Track	Westward
Torrance Branch:		
**Vermont Avenue	Main Track	Eastward
Sepulveda Blvd.	Main Track	Eastward
Sepulveda Blvd.	Main Track	Westward
***Carson Street	Main Track	Both
El Segundo Branch:		
**Crenshaw Blvd.	Main Track	Eastward

*—Only when trains consisting of more than engine and six cars stop east of Santa Fe Avenue to comply with Rule 98.

**—Only when stop has been made to switch industries.

***—Traffic signals at Carson Street crossing are synchronized with rail movements. Trains and engines entering this crossing must comply with traffic signal indications. Track circuits holding signals at proceed indication extend approximately 100 feet each side of crossing.

Santa Monica Branch: Aluminum marker post installed approximately seventy-five feet west of Washington Blvd. crossing. Eastward trains switching west of crossing must stop at aluminum marker post and allow crossing protection to operate 20 seconds before entering crossing.

Vernon Avenue. Eastward trains and engines will actuate traffic signals approaching crossing.

Westward trains and engines after making stop will comply with traffic signals.

Santa Barbara: Engines on roundhouse lead must stop, and member of crew protect traffic before movement is made over Milpas Street.

Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Limco: Telegraph road on Limoneria spur.

South Gate: When eastward switching movements are made over Century Blvd., MP 490.90, on yard tracks, stop must be made approximately 70 feet west of crossing to actuate automatic warning device before entering crossing.

Dolores: Switching movements on yard tracks over Carson Street, MP 498.30, must stop within 50 feet of crossing to actuate automatic warning device before entering crossing.

When switching at Compton or when crossing is cut cars must not be left standing within ringing circuit of crossing bells.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

*Edison spur, MP 446.20 (Santa Paula Br.) .... Over Telegraph road.

Lynwood—Over Alameda St., on Pacific Iron and Steel Co. spur.

Marlboro—Over Grove Ave.

*Movements to be made only during daylight hours.

Raymer-Gemco: Van Nuys Blvd. crossing MP 455.0. Westward movement on Budweiser Extension will not actuate automatic crossing gates until engine or cars occupy crossing track circuit located 70 feet east of crossing. STOP sign located 70 feet east of crossing. Train must not proceed over crossing until gates are down.

Gate on north side of tracks equipped with unit for display of flashing white light.

Display of flashing white light indicates gates are down. Engines or trains approaching this crossing must not enter crossing until flashing white light is displayed or it is known gates are down.

RULE 104. The normal position of rigid switches at junction points is as follows:

Surf	Middle track, for Lompoc Branch.
White Hills Jct.	White Hills Branch, for Lompoc-Surf line.
Ventura Jct.	Ojai Br., for Ventura line.
Ventura	Inside crossover switch west end team track, must be left lined for the crossover.
Montalvo	Santa Paula Br., east leg of wye for Oxnard.
Chatsworth	Burbank Br., for Main track.
Burbank	Burbank Br., for drill track.
Saugus	Santa Paula Br., for westward siding.
Firestone Park	Santa Ana Br., for westward freight lead.
Wilmington (Anaheim Blvd.)	Long Beach Br., for San Pedro line.

Gemco: Derail on GM track No. 7 electrically locked. Fisher Body Plant Protection Department must be notified to release derail before it can be thrown.

Watson	San Pedro Br., normal position of sping switch at east end of crossover for Wilmington Branch.
Wilmington (Anaheim Blvd.)	Normal position of switch at junction of Long Beach Br. and San Pedro Br., MP 501.309, for San Pedro Br.
Wilmington (Anaheim Blvd.)	Normal position of switch at west leg of wye, MP 501.400, for Long Beach Br.
97th Street	For Wilmington Branch.
Watts	For Wilmington Branch.
Dominguez	For Wilmington Branch.
South Los Angeles	For Torrance.
Torrance	For Harbor City.
Culver Jct.	For Santa Monica
Talamantes	As last used.
Alla	As last used.
West Los Angeles	For Hollywood.

RULE 105. Oxnard: West switch to siding located at Signal 4078. Inside switch on siding must be left lined for drill track.

Eastward trains entering siding at Camarillo; and westward trains entering siding at Oxnard and Ortega will stop back of the home signal until the switch is thrown to enter the siding.

Siding at Callender extends from Signal 2696 to crossover just west of Signal 2708.

RULE 107. Station train indicators are provided in approach to the following station:

Westward
....................................Glendale (MP 477.70)

When illuminated this indicator will convey the following information:

TRAIN—Train at platform on opposite track.
CLEAR—Indicator in service.

Glendale: When westward station train indicator is illuminated displaying "TRAIN", westward trains or engines must not proceed west of Signal 4775 until eastward train at the station has cleared, unless it is known that Eastward Track is occupied by a train not receiving or discharging traffic.

RULE 208. Third and fourth paragraphs will not apply to westward trains at Burbank Jct. via Sun Valley or Hewitt when train to which restricting order is addressed is entering siding.

RULE 211. To enable train dispatcher to advance a westward train beyond Burbank Junction where it is restricted for an opposing or a following train, operator after receiving verbal authority from train dispatcher will clear interlocking signal at west end of double track east of Burbank Junction for movement on main track on route desired, which will be an indication to an approaching train that orders had been issued authorizing movement to the next station at least, against and ahead of all superior trains and will not require the issuance of Form "N" train order or the lowering of train order signal several times.

RULE 221. Los Angeles Yard is a train-order office for trains originating.

Burbank Jct. is a train-order office only for westward trains.

Train-order office Santa Barbara is located at freight station. Crews of westward passenger trains will receive orders at train-order office, and deliver them to relieving crews at passenger station.

Ventura is train order office only for trains originating between 12:01 AM and 4:00 PM daily. The arms of train-order signal indicate "proceed" during this period.

RULE D-251. Will apply as follows:

Both tracks between Burbank Jct. and Los Angeles.

Both tracks between Santa Barbara and East Santa Barbara.

Both tracks between San Luis Obispo and East San Luis Obispo and between West Santa Barbara and Santa Barbara.

RULE 286-B. Wilmington Branch-Slauson. Eastward distant Signal D-36 and westward distant Signal D-45 will display indication per Rule 286-B. Maximum speed between these signals must not exceed 20 MPH on both tracks.

RULE 292. San Luis Obispo: "A" signal at west end of double track.

When signal displays stop indication, train after stopping may proceed without calling train dispatcher.

RULE 306. The following block signals equipped with triangular plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
	Spring switch, east end double track, East San Luis Obispo	P-2549
P-2598	Collision detector, Tiber underpass, MP 259.83	P-2597
P-2608	Flood detector, second Villa Creek bridge 261.37	P-2615
P-2838	Mud slide detector fence, Shuman	P-2851
P-2940	Fire detector, Los Alamos bridge, Narlon	P-2955
P-3020	Spring switch west end siding, Surf	
	Spring switch east end siding, Surf	P-3033
P-3056	Slide detector fence, MP 306.13	P-3067
P-3164	Spring switch, west end siding, Sudden	
	Spring switch, east end siding, Sudden	P-3177
P-3192	Fire detector, Jalama Canon bridge, Jalama	P-3207
P-3214	Slide detector fence, MP 321.50	P-3227
	Spring switch, east end siding, Concepcion	P-3253
P-3690	Spring switch, end double track, West Santa Barbara	
	Spring switch, east end double track, Santa Barbara	P-3723
	Spring switch, east end freight lead, Santa Barbara	
	Spring switch, east end siding, Ortega	P-3775
P-3844	Slide detector fence, MP 385.10	P-3871
P-3872	Slide detector fence, MP 387.20—MP 387.80	P-3885
	Spring switch, east end siding, Ventura	P-3993
	Spring switch, east end siding, Oxnard	P-4089
	Spring switch, east end siding, Camarillo	P-4173
	Spring switch, east end siding, Moorpark	P-4275
	Spring switch, east end siding, Santa Susana	P-4377
P-4428	Falling Rock Detector, Tunnel 27, MP 443	P-4431
P-4452	Spring switch, west end siding, Chatsworth	
P-3972	Dragging Equipment Detector, MP 394.22	
	Dragging Equipment Detector, MP 401.28	P-3981

Two indication light type indicators installed on masts of Signals 3972 and 3981, Ventura, and designated as dragging equipment indicators.

They will display red aspect with signal at "STOP" when actuated by dragging equipment detectors, and lunar aspect when not actuated by dragging equipment detectors.

Crews of trains stopped by Signals 3972 and 3981 with red indicator light illuminated will inspect their train for dragging equipment. Indicator lights must be changed to lunar by pressing push button located in box at Signals 3972 and 3981 after first complying with Rule 306.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Trains leaving end of double track at East Santa Barbara will be governed by Signal 3720.

Eastward trains taking siding at Camarillo, westward trains taking siding at Oxnard, and westward trains taking siding at Santa Susana must see that switch is lined to enter siding before passing home signal.

Watts. Eastward automatic two unit Dwarf Searchlight Signal No. 74 located in advance of initial switch of West Santa Ana Branch. Top unit governs movements via Wilmington Branch. Lower unit governs movements via West Santa Ana Branch. Eastward trains via West Santa Ana Branch must stop in advance of Signal No. 74 and member of crew operate hand throw switch.

If track is unoccupied between Signal No. 74 and Block System Limit Sign located at clear point, a proceed indication will be displayed in lower unit.

Westward Automatic Dwarf Signals located at clear points as follows: Signal No. 77 Wilmington Branch, Signal No. 79 El Segundo Branch and Signal No. 75 West Santa Ana Branch.

These signals will display a proceed indication if tracks not occupied between clear points of diverging tracks and Block System Limit Sign located adjacent to westward main track at Signal No. 74.

Approaching Signal Nos. 74, 75, 77 and 79, do not exceed 15 MPH.

Push buttons located in push button box at aluminum instrument case adjacent to Signal Nos. 75 and 77. If approach circuit is occupied on diverging route and authority has been obtained to proceed it will be necessary for member of crew to operate push button and after 45 seconds signal on diverging route will display a STOP indication and signal governing movement on track receiving authority to proceed will display a proceed indication.

If approach circuit is occupied and a proceed indication is displayed and it is desired to let movement on diverging route proceed, it will be necessary for member of crew to operate push button marked CANCEL, and after 45 seconds signal will display a stop indication and signal on diverging track will display a proceed indication.

Instructions for operating push buttons posted in Push Button Box.

Inoperative signals displaying a stop indication governing movements against the current of traffic will be located at clear points. Rule 509 will govern.

The initial switches for westward movements from West Santa Ana Branch and El Segundo Branch will be spring switches equipped with oil buffers and switch point indicators. Indicators do not indicate track occupancy, but will display a green aspect when switch is in normal position. When indicator displays a red aspect or is not lighted, careful examination of switch must be made before making movement over switch.

RULE 516. Overlap posts:

Gorver	Eastward trains,
Devon	Eastward trains,
Bromela	Westward trains.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
San Luis Obispo	End double track	Westward track
Surf	West end siding	Main track
Surf	East end siding	Main track
Sudden	West end of siding	Main track
Sudden	East end of siding	Main track
Concepcion	East end of siding	Main track
West Santa Barbara	End of double track	Eastward track
East Santa Barbara	End of double track	Westward track
East Santa Barbara	East end freight lead	Main track
Ortega	East switch of siding	Main track
Ventura	East switch of siding	Main track
Oxnard	East switch of siding	Main track
Camarillo	East switch of siding	Main track
Moorpark	East switch of siding	Main track
Santa Susana	East switch of siding	Main track
Chatsworth	West switch of siding	Main track

Spring switches equipped with oil buffers are located as follows:

Location		Normal Position
Wilmington Branch		
60th Street	East end of crossover	Eastward main track
60th Street	Yorba Linda lead	Westward main track
Florence Ave.	Nadeau spur	Westward main track
97th Street	Graham lead	Eastward main track
*Watts	West Santa Ana Branch switch	Wilmington Branch
*Watts	El Segundo Branch switch	Wilmington Branch
*Watts	End of double track	Westward main track
El Segundo Branch		
Watts	End of double track	Westward main track

*Spring switches equipped with oil buffers and switch point indicators. Indicators do not indicate track occupancy, but will display a green aspect when switch is in normal position. When indicator displays a red aspect or is not lighted, careful examination of switch must be made before passing over switch.

Spring switches not equipped with facing point locks are located as follows:

East San Luis Obispo	End double track	Westward track
East San Luis Obispo	West end siding	Siding

Spring derail on west end of turntable lead at San Luis Obispo may be trailed through on westward movement.

South Gate (San Pedro Branch): West switch of engine tie-up siding located at MP 489.8 has a spring switch equipped with mechanical buffer and point indicator.

Watson (San Pedro Branch): Connection at MP 499.988 has a spring switch equipped with mechanical buffer and point indicator.

Wilmington (Anaheim Blvd.): Rigid switch at junction of Long Beach Branch at MP 501.309, San Pedro Branch, has been converted to spring switch equipped with mechanical buffer and point indicator.

RULE 605. INTERLOCKING

Burbank Jct.: Limits extend on Santa Barbara Subdivision to signal bridge 1000 feet west of tower; on Mojave Subdivision (San Joaquin Division), to eastward interlocking signals 750 feet west of twoer and on double track to westward onterlocking signals 600 feet east of tower.

Whistle signals:

To siding, o o o o o.

To industrial lead, o — o.

Top unit of three-unit interlocking signal at east interlocking limit on Westward Track governs movement on main track to Mojave Subdivision. Middle unit governs movement through crossover to Santa Barbara Subdivision. Bottom unit governs movement to Valley siding and Coast siding.

Top unit of two-unit SA signal at west interlocking limit governs movement to Eastward Track. Bottom unit governs movement against current of traffic through interlocking limit and also to General Water Heater spur.

Trains from Burbank Branch must obtain permission from signal operator before fouling Eastward Track.

Westward trains via Burbank Branch must stop clear of Providencia Ave., MP 472.50, Burbank, and obtain permission from signal operator before crossing over Eastward Track and entering Burbank Branch main track.

Permission from signal operator will indicate that protection has been provided for such movements and signal operator is responsible that such protection has been provided.

Before authorizing these movements, signal operator must know that there are no trains or engines closely approaching or within the blocks to be occupied and that interlocking Signals No. 5 and No. 20 (levers) are displaying stop indication. Signals No. 5 and No. 20 (levers) must be kept in stop position until movement has been completed.

Dayton Ave. Tower: Limits extend on eastward track from interlocking signal, MP 479.31, to interlocking signal, MP 481.74, on East Bank; on westward track from Signal Bridge No. 4, MP 481.44, to interlocking signal, MP 479.31; including approximately 200 feet on Track No. 104 from interlocking signal at clear point to interlocking signal at inside switch of power-operated crossover to main track and approximately 200 feet on Track No. 101 from interlocking signal at clear point to interlocking signal at inside switch of power-operated crossover to main track; and from eastward interlocking signals on east end of Tracks Nos. 101, 102, 103, and engine leads to westward interlocking signals east of river bridge on Midway unit leads.

Crossovers between MP 479.31 and MP 479.51 equipped with dual control switches. Speed restriction through these crossovers is 15 MPH.

Eastward three-unit interlocking signal, MP 479.31, top unit governs movement to eastward main track; middle unit governs movement through crossover to westward main track; bottom unit governs movement through crossover to Track No. 104.

Westward three-unit interlocking signal, MP 479.51, top unit protects movement on eastward main track; middle unit governs movement through crossover to westward main track; bottom unit governs movement through crossover to Track No. 101.

Bottom unit of interlocking signals on Tracks Nos. 101 and 104 may display lunar aspect. When lunar aspect is displayed, train or engine may proceed without stopping at restricted speed within interlocking limits.

When interlocking signals display "Stop" indication, member of crew must contact Dayton Tower by phone. Phones mounted on aluminum instrument case at cantilever type signals MP 479.31 and MP 479.51.

Instructions for hand operation of dual control switch machines posted in phone boxes.

Westward first-class trains must not pass westward interlocking signal just east of Dayton Ave. Tower when signal displays "Proceed on Diverging Route" indication, unless proceed signal is received from yardman.

Whistle signals:
To Glendale or East Bank line, —.
To River Station or "C" unit, o o o o o.
To Midway unit No. 1 Track, o — o; other tracks or freight lead, — o —.
For movement against current of traffic, — o o o o.

One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

Mission Tower: Limits extend on both tracks of East Bank line from interlocking signals located 300 feet west of East Bank Jct. switches to westward interlocking signals located on Signal Bridge No. 2; on both tracks of River Station line to interlocking signals located 250 feet west of Naud Jct. switch; on Colton Subdivision on Westward Track to interlocking signal located 300 feet east of Taylor Jct. and on Eastward Track from switches at MP 482.85 to interlocking signals located 400 feet east of Taylor Jct.

Whistle signals:
To LAUPT, o —.
To Alhambra or Naud Jct., east or west on East Bank line, —.
To Roundhouse, — o — o.
To River Station or AO spur, o o o o o.
To Brewery spur or Lacy Manufacturing Co., o o o —.
To Coach Yard, o o o o —.
To Wilson Packing Co. lead, — o —.
To or from East Bank line or Alhambra, o — o o.
To Alhambra Ave. Coach Yard lead, o o — o.
To Naud Jct. from East Bank line, o o — o o.
Against current of traffic, — o o o o.

Signal just west of tower building and adjacent to Track No. 55 has white cisk attached to mast. Signal is to right of two converging tracks, and governs movement on either track.

Following addition to Rule 663(b) applies at Mission Tower, "Upon receiving oral authority of signal operator or signal maintainer."

Signs bearing words "Clearing Section" located as follows:

200 feet west of Signal Bridge No. 3 on the East Bank line.

200 feet west of signal on eastward passenger track from East Bank line to LAUPT via Alhambra Ave.

200 feet east of first signal east of UPRR crossing on westward Alhambra Ave. main track.

200 feet east of first signal leaving Coach yard.

Trains or engines stopped by these signals will stop with head end between "Clearing Section" sign and signal, except, freight trains or switching drags only on East Bank line will remain west of Main Street when stopped by signal.

One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

Mission Tower: Interlocking limits. Trains or engines encountering flashing red signals will be governed as follows:

Aspect: Restricting signal flashing red indication proceed at restriced speed.

INTERLOCKING WILMINGTON BRANCH

Slauson Tower: Limits extend to interlocking signals on both sides of AT&SFRy crossing; and on Yorba Linda Branch to interlocking signals.

Whistle signals:
To Yorba Linda Branch, — o,
All other moves, —.

Westward trains from Yorba Linda Branch upon arrival at home signal, if signal does not clear within a reasonable time, a member of crew shall operate push button in box on pole near home signals.

Thenard Tower: Limits extend to interlocking signal of the AT&SFRy crossing.

When stopped by home signal and unable to get signal indication, be governed by Rule 663.

If instructed to proceed and it is necessary to hand throw dual control switch, permission must first be obtained from signal operator and be governed by Rule 772.

Movements over Santa Fe Ry will be protected by derails and interlocking signals.

All westward movements through interlocking plant must be made from main track.

RULE 680. AUTOMATIC INTERLOCKING

AT&SFRy Crossing (Vernondale), **MP 487.30:** Limits extend from interlocking signals on both sides of crossing.

Clement Junction-Alameda St. Crossing: Limits extend to home signals on both tracks each side of crossing.

If movement is to be made over crossing and signal indicates stop, and there are no movements approaching crossing, member of train crew may operate push button located in box near signal. After 2 minutes, signal will display proceed indication. If signal does not display proceed indication after 2 minutes, movement may proceed through interlocking limits as prescribed by Rule 663(c).

Instructions for push button operation posted in push button box.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows:
M	3006	Surf	Proceed to east end siding
S	3006	Surf	Enter siding
M	3047	Surf	Proceed to west end siding
S	3047	Surf	Enter siding
W	3702	Santa Barbara PSGR. Station	Eastward trains must stop short of Signal 3702 and wait until indicator is extinguished
M		*Montalvo	Lining of derail and switch for movement to main track.
M	4356	Santa Susana	Proceed to east end siding
S	4356	Santa Susana	Enter siding
M	4391	Santa Susana	Proceed to west end siding
S	4391	Santa Susana	Enter siding

*On absolute dwarf signal at East Leg of wye at MP 403.66.

RULE 740. ABSOLUTE PERMISSIVE BLOCK

Oxnard-Montalvo: Limits extend between MP 407.22 and MP 403.07. Block signals govern and authorize the use of the routes within these limits but do not dispense with the use or the observance of other signals whenever and wherever they may be required.

When absolute signals at each end of APB limits (MP 407.22 and MP 403.07) display stop indication, trains or engines must stop and obtain permission from train-order operator Oxnard before proceeding.

Trains or engines must not enter main track or use main track switches within these limits without first obtaining permission from train-order operator Oxnard.

When necessary to perform switching within these limits Rule 765 will govern. Where in Rule 765 the term "train dispatcher" is used it has reference to train-order operator Oxnard within these limits.

Train-order operator Oxnard must obtain authorization from train dispatcher before granting work limits and clock time limit or authorizing trains or engines to enter or move on main track within these limits.

Phones located as follows:

Eastward absolute signal MP 403.00.
Main track switch east leg of wye, Montalvo.
Westward absolute signal MP 407.23.

Rules 741, 742 and 744 will not apply within these limits.

GENERAL REGULATIONS

RULE 825. Portable rail skids are located as follows:

Ventura	East end of house track.
Ventura	West end of house track.
Santa Barbara	Passenger house track.

When necessary to leave passenger equipment on these tracks, rail skid must be placed on rail and leading wheel of the first car in descending direction run onto the rail skid, and hand brake set, if brakes are operative, before engine is detached. Trains picking up cars from these tracks must remove rail skid and return to its proper location.

When spotting cars on Tracks T-2 and T-3, General Motors plant, Gemco, hand brakes must be set on first and third cars.

When freight trains stop on receiving track at San Luis Obispo and engine is detached, trainmen will set sufficient hand brakes on the east end of train to secure train.

Graham, Wise Transfer and El Segundo Yard: Not less than six hand brakes must be set. When less than six cars all hand brakes must be set.

RULE 826. Oxnard: Indicator lights above each end of tracks leading to Union Ice Co. dock governs movements on these tracks as follows:

Green:	Tracks may be used for train or switching movements.
Yellow:	Tracks may be entered, switched, and engines, cars or cabooses added or detached.
Red:	Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.
Not Lighted:	Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled or moved.

RULE 837. Wise Transfer: Switching movements must be made with air brakes cut in on all cars and cars **must not be detached** while in motion.

Long Beach: Air must be in all cars at all times when crews are handling cars across new railroad bridge at 3rd Street. All movements of loaded ORE cars handled within Long Beach Harbor District must be made with air brakes cut in on all cars.

Graham Yard: When switching off tracks 1, 2, 3 and 4, air will be put in at least the first three cars of cut.

AIR BRAKE RULES

RULE 24-B. San Luis Obispo-Santa Barbara: When continuity of brake pipe is not disturbed, incoming engineer will apply train brakes when stopped. Outgoing engineer will release brakes and proceed without making rear end or road test.

MISCELLANEOUS

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
DP, DF-1 to 12	San Luis Obispo Vegetable spur.
All Engines	Oxnard-Track No. 3, Ventura County RR. Oxnard-Ventura County RR tracks—must not go beyond 250 feet east of the east switch of Track VC 9.

Gemco: Delivery post installed for delivery of waybills to conductors of trains while moving when pickup is to be made west of Gemco.

When shoving cars into Tracks Nos. 5, 6, 7, 8, 9, and 10 at General Motors plant, air must be cut in on all cars.

During plant hours, 7:00 AM to 1:30 AM, movement must be stopped and crossing inside General Motors plant on Tracks Nos. 6, 7, 8, and 9 protected by a member of crew.

Public Utilities Commission orders require that all cars and engines shall be brought to a stop not more than 100 feet or less than 10 feet before entering building Tracks Nos. 6, 7, and 8 at General Motors Corp., Gemco. Crews are prohibited from riding on cars in Tracks Nos. 6, 7, and 8 while entering or inside of plant building account overhead impaired clearance.

Watch for high water at Bridge 427.40, on Santa Paula Branch. Approach with caution, looking out for obstructions on track, stopping if necessary to make examination before proceeding.

Switches controlling lights in Tunnel No. 26 are located at east and west portals. Lights must be extinguished when not in use.

South Gate: Portable derails on General Motors tracks must be removed during switching operations, and when work completed derails must be replaced on track and locked.

When spotting cars on end of General Motors Tracks Nos. 10, 13, 14 and 15 safety stop must be made 50 feet from bumper.

Crews must not operate on diverging spur off California Mill Supply Corp. spur serving Berg Metals Co.

Two warning bells installed at entrance to Bay Nos. 6 and 7, spur No. 3, at Earle M. Jorgensen Co. with switches located directly under each bell and marked "for RR use only". One bell located on west side of entrance to Bay No. 6, other bell located on east side of transformer house.

Switching movements into Bay No. 6 must not be made east of yellow marker painted on pavement at west end of Bay No. 6 until member of crew turns bell switch to "ON". If movements are to be made to Bay Nos. 7 or 8 bell switch located on transformer house must also be turned to "ON" before moving east of yellow marker. When switching has been completed bell switches must be restored to "OFF" position when bays have been cleared.

Track east of Wilmington (Anaheim Blvd.), MP 501.4 jointly used by SP and HBLRR. Eastward trains must not leave Dolores en route to Wilmington Pier A without communicating with yardmaster, Wilmington.

Track between MP 501.8 and Long Beach jointly used by SP and AT&SFRy.

Track between Wilmington (Anaheim Blvd.) and Long Beach jointly used by SP and HBLRR.

Derail indication has been painted on pavement just south of switch derail on track leading to tipple at Berth 212 Long Beach ore dock, and derail sign has also been located on fence approximately 30 feet north of derail.

This track must not be used except in case of emergency and then only by proper authority.

11. Load limit (car and contents):

San Luis Obispo-Santa Barbara	263,000 pounds
Surf-White Hills	240,000 pounds
Santa Barbara-Los Angeles	263,000 pounds
Ventura Jct.-Ojai	240,000 pounds
Montalvo-Saugus	240,000 pounds
Chatsworth-Burbank via Van Nuys	240,000 pounds
Los Angeles-San Pedro	240,000 pounds
Wilmington (Anaheim Blvd.)-Long Beach	240,000 pounds
Wilmington Branch	
Los Angeles (Butte St.)-Watson	230,000 pounds
Dominguez-E. Long Beach	245,000 pounds
El Segundo Branch	
Watts-El Segundo	197,000 pounds
Torrance Branch	
Watts-Harbor City	197,000 pounds
Santa Monica Branch	
Butte St.-Santa Monica	200,000 pounds
Talamantes-Hollywood	260,000 pounds
Culver City-Alla-Inglewood-Ocean Park	170,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars	
San Luis Obispo	27	(water)
Guadalupe	11	(water)
Casmalia	5½	(water)
San Augustine	6	(water)
Gaviota	16	(water)

30.
LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
261.37	Pismo	Villa Creek bridge	Side
262.68	Pismo	Villa Creek bridge	Side
265.57	Oceano	Overhead crossing	Overhead
266.37	Oceano	Arroyo Grande River bridge	Side
357.77	Ellwood	Overhead crossing	Overhead
368.00	Santa Barbara	Overhead crossing	Overhead
396.61	West of Ventura Jct.	N. Fork Ventura River, bridge	Side
396.87	West of Ventura Jct.	Ventura River bridge	Side
441.20	East of Santa Susana	Tunnel No. 26	Overhead
442.90	East of Santa Susana	Tunnel No. 27	Overhead
443.90	East of Santa Susana	Tunnel No. 28	Overhead
415.40	East of Santa Paula	Santa Paula River, bridge	Side
423.00	West of Fillmore	Sespe Creek, bridge	Overhead and Side
432.00	East of Piru	Piru Creek, bridge	Overhead and Side
18.42	(E. Long Beach Br.)	Orange and Hill Overpass	Overhead
17.37	Torrance	Overgrade Crossing	Side

Account reduced overhead clearances, all rail movements will come to a complete stop and all trainmen will detrain before entering General Motors buildings at following locations:

GEMCO (Raymer)	SOUTH GATE
Track No. 6	Track No. A (13)
Track No. 7	Track No. E (15)
Track No. 8	

Employes are forbidden to ride the tops of cars while switching movements are being made into and out of above noted buildings.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings	15
Through yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	10
Through slip switches	10
Through turnouts on other than sidings	10
On Limoneria spur, Limco, on tangent	25
" on curves	10
On VC yard tracks, Oxnard, when shoving	10
Entering Alameda St. from Finkelstein Foundry Co., spur MP 490.30 San Pedro Branch (crossing must be cleared as quickly as practicable).	6
On HBL track east of Fries Ave., (MP 503.50), Wilmington	10
On Vandenberg AFB Track Tangier (MP 297.4) to Helium Spur	30

SPECIAL INSTRUCTIONS—SANTA BARBARA SUBDIVISION

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All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED
MP MP Column:	1	2
EASTWARD, SAN LUIS OBISPO TO SANTA BARBARA:		
252.10 to 253.29	25	25
253.29 to 254.86	35	35
254.86 to 258.50	60	60
258.50 to 259.80	35	30
259.80 to 261.18	40	30
261.18 to 262.30	30	30
262.30 to 263.95	60	60
263.95 to 267.94	79	60
267.94 to 269.00	40	40
269.00 to 275.61	79	60
275.61 to 277.00	50	50
277.00 to 279.51	60	60
279.51 to 280.00	50	50
280.00 to 283.24	79	60
283.24 to 287.00	40	40
287.00 to 291.00	55	55
291.00 to 291.32	45	45
291.32 to 294.40	79	60
294.40 to 295.80	60	60
295.80 to 296.08	50	50
296.08 to 299.57	55	55
299.57 to 300.20	50	50
300.20 to 304.40	60	60
304.40 to 306.10	55	55
306.10 to 309.00	65	60
309.00 to 311.81	50	50
311.81 to 312.90	70	60
312.90 to 318.20	79	60
318.20 to 321.87	50	50
321.87 to 323.12	45	45
323.12 to 325.36	70	60
325.36 to 325.66	55	55
325.66 to 328.26	70	60
328.26 to 333.05	60	60
333.05 to 333.30	55	55
333.30 to 335.67	65	60
335.67 to 336.19	45	45
336.19 to 338.60	60	60
338.60 to 342.00	79	60
342.00 to 344.77	70	60
344.77 to 347.40	55	55
347.40 to 348.13	45	45
348.13 to 348.80	60	60
348.80 to 354.17	79	60
354.17 to 354.36	75	60
354.36 to 356.85	79	60
356.85 to 357.76	60	60
357.76 to 367.00	79	60
367.00 to 368.28 (end double track)	70	60
368.28 to 368.32	35	35
368.32 to 370.60	50	50
★370.60 to 370.70	20	20

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED
MP MP Column:	1	2
WESTWARD, SANTA BARBARA TO SAN LUIS OBISPO:		
★370.70 to 370.60	20	20
370.60 to 368.32	50	50
368.32 to 368.28	35	35
368.28 to 367.00	70	60
367.00 to 357.76	79	60
357.76 to 356.85	60	60
356.85 to 354.36	79	60
354.36 to 354.17	75	60
354.17 to 348.80	79	60
348.80 to 348.13	60	60
348.13 to 347.40	45	45
347.40 to 344.77	55	55
344.77 to 342.00	70	60
342.00 to 338.60	79	60
338.60 to 336.19	60	60
336.19 to 335.67	45	45
335.67 to 333.30	65	60
333.30 to 333.05	55	55
333.05 to 328.26	60	60
328.26 to 325.66	70	60
325.66 to 325.36	55	55
325.36 to 323.12	70	60
323.12 to 321.87	45	45
321.87 to 318.20	50	50
318.20 to 312.90	79	60
312.90 to 311.81	70	60
311.81 to 309.00	50	50
309.00 to 306.10	65	60
306.10 to 304.40	55	55
304.40 to 300.20	60	60
300.20 to 299.57	50	50
299.57 to 296.08	55	55
296.08 to 295.80	50	50
295.80 to 294.40	60	60
294.40 to 291.32	79	60
291.32 to 291.00	45	45
291.00 to 287.00	55	55
287.00 to 283.24	40	40
283.24 to 280.00	79	60
280.00 to 279.57	50	50
279.57 to 277.00	60	60
277.00 to 275.61	50	50
275.61 to 269.00	79	60
269.00 to 267.94	40	40
267.94 to 263.95	79	60
263.95 to 262.30	60	60
262.30 to 261.18	30	30
261.18 to 259.80	50	35
259.80 to 258.50	35	30
258.50 to 254.86 (end double track)	60	60
254.86 to 253.29	35	35
253.29 to 252.10	25	25

★Regulated by City ordinance.

Freight and mixed trains are authorized to operate at Column 1 speed not exceeding 60 MPH when meeting requirements as outlined on page 6.

Light engines may operate at "Psgr train" speeds not exceeding 70 MPH except when dynamic brake is not operating on descending grades, light engines must not exceed Column 2 speed.

Maximum speed of trains handling open top loads of Petroleum Coke is restricted to 40 MPH.

SPECIAL INSTRUCTIONS—SANTA BARBARA SUBDIVISION

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All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED
MP MP Column:	1	2
EASTWARD, SANTA BARBARA TO LOS ANGELES:		
★370.70 to 372.27 (Santa Barbara)	20	20
372.27 to 383.66	55	55
383.66 to 384.40	45	45
384.40 to 387.70	50	45
387.70 to 390.84	65	60
390.84 to 391.23	50	45
391.23 to 392.23	60	60
392.23 to 396.66	70	60
396.66 to 397.08	45	45
★397.08 to 398.20 (Ventura)	25	20
398.20 to 399.60	65	60
399.60 to 402.10	79	60
402.10 to 402.38	65	60
402.38 to 404.20	79	60
404.20 to 405.27	60	50
405.27 to 405.66	60	50
405.66 to 407.23	75	55
406.23 to 408.08	35	35
408.08 to 414.85	79	60
414.85 to 415.36	60	60
415.36 to 418.00	79	60
418.00 to 429.45	70	60
429.45 to 429.82	55	55
429.82 to 434.35	65	60
434.35 to 437.80	79	60
437.80 to 440.90	60	60
440.90 to 444.39	40	40
444.39 to 460.00	60	60
460.00 to 462.38	60	50
462.38 to 462.61 (471.49) (Burbank Jct.)	40	40
471.49 to 477.34	50	50
477.34 to 480.60 (Dayton Ave. Tower)	40	40
480.60 to 481.67	20	20
★481.67 to 481.69 (North Main St.)	15	15
481.69 to 481.90 (East Bank Jct.)	20	20
481.90 to 482.18	15	15
482.18 to 482.80 (Los Angeles)	12	12
EASTWARD, DAYTON AVE. TOWER TO WILMINGTON (ANAHEIM BLVD.):		
★480.65 to 485.55 (along or across streets)	..	10
★485.55 to 487.25 (along or across streets)	..	12
487.25 to 487.39 (interlocking)	..	10
★★487.39 to 489.10	..	15
489.10 to 493.30	..	30
493.30 to 501.40	..	20
EASTWARD, WILMINGTON (ANAHEIM BLVD.) TO LONG BEACH:		
★★501.31 to 502.32	..	15
502.32 to 502.40	..	10
★★502.40 to 503.59	..	15

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED
MP MP Column:	1	2
WESTWARD, LOS ANGELES TO SANTA BARBARA:		
482.80 to 482.18 (Los Angeles)	12	12
482.18 to 481.90	15	15
481.90 to 481.69 (East Bank Jct.)	20	20
★481.69 to 481.67 (North Main St.)	15	15
481.67 to 480.00	20	20
480.00 to 477.34	40	40
477.34 to 471.49 (462.61) (Burbank Jct.)	50	50
Through crossover east of Tower	30	25
462.61 to 462.38	40	40
462.38 to 460.00	60	60
460.00 to 444.39	60	60
444.39 to 440.90	40	40
440.90 to 437.80	60	50
437.80 to 434.35	79	50
434.35 to 429.82	65	50
429.82 to 429.45	55	50
429.45 to 418.00	70	60
418.00 to 415.36	79	60
415.36 to 414.85	60	60
414.85 to 408.83	79	60
408.83 to 408.08	79	55
408.08 to 407.23	35	35
407.23 to 405.66	75	60
405.66 to 405.27	60	50
405.27 to 404.20	60	50
404.20 to 402.38	79	60
402.38 to 402.10	65	60
402.10 to 399.60	79	60
399.60 to 398.95	65	60
398.95 to 398.20	65	45
★398.20 to 397.08 (Ventura)	25	20
397.08 to 396.66	45	45
396.66 to 392.23	70	60
392.23 to 391.23	60	60
391.23 to 390.84	50	45
390.84 to 387.70	65	60
387.70 to 384.40	50	45
384.40 to 383.66	45	45
383.66 to 373.02	55	55
373.02 to 372.27	55	45
★372.27 to 370.70 (Santa Barbara)	20	20
WESTWARD, WILMINGTON (ANAHEIM BLVD.) TO DAYTON AVE. TOWER:		
501.40 to 493.30	..	20
493.30 to 489.10	..	30
489.10 to 487.39	..	15
487.39 to 487.25 (interlocking)	..	10
★487.25 to 485.55 (along or across streets)	..	12
★485.55 to 480.60 (along or across streets)	..	10
WESTWARD, LONG BEACH TO WILMINGTON (ANAHEIM BLVD.):		
★★503.59 to 502.40	..	15
502.40 to 502.32	..	10
★★502.32 to 501.31	..	15

★Regulated by City ordinance.

★★ICC Regulation.

Freight and mixed trains are authorized to operate at Column 1 speed not exceeding 60 MPH when meeting requirements as outlined on page 6.

When gross tonnage of freight train handling cars with single capacity brake exceeds 80 tons per operative brake, maximum speed of train must not exceed 40 MPH between MP 440.90 and MP 415.36.

Light engines may operate at "Psgr train" speeds not exceeding 70 MPH except when dynamic brake is not operating on descending grades, light engines must not exceed Column 2 speed.

Firestone Park: Trains must not exceed 8 MPH entering Nadeau St. crossing, MP 488.90.

Eastward trains must not exceed 8 MPH entering Firestone Blvd. crossing, MP 489.50.

Lynwood: Eastward trains must not exceed 20 MPH entering Imperial Highway crossing, MP 491.50.

SPECIAL INSTRUCTIONS—SANTA BARBARA SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 5, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	FREIGHT AND MIXED
MP MP Column:	2
EASTWARD, SURF TO WHITE HILLS:	
302.91 to 303.31 (junction switch and wye)	10
303.31 to 308.93	35
308.93 to 312.90	20
312.90 to 313.25	10
312.94 to 316.93	10
EASTWARD, VENTURA JCT. TO OJAI:	
★397.30 to 398.29 (Ventura)	10
398.29 to 407.00	20
407.00 to 408.00	10
408.00 to 412.30	20
EASTWARD, MONTALVO TO SAUGUS:	
402.94 to 408.00	30
408.00 to 411.00	40
411.00 to 412.80	30
★412.80 to 415.30 (Santa Paula)	15
415.30 to 431.62	30
431.62 to 441.96	25
441.96 to 448.42	30
448.42 to 448.62	20
EASTWARD, CHATSWORTH TO BURBANK VIA VAN NUYS:	
445.50 to 446.27	25
446.27 to 457.39	35
457.39 to 457.41 (Sepulveda Blvd.)	10
457.41 to 466.81	25

TERRITORY	FREIGHT AND MIXED
MP MP Column:	2
WESTWARD, WHITE HILLS TO SURF:	
315.93 to 312.94	10
313.25 to 312.90	10
312.90 to 308.93	20
308.93 to 303.31	35
303.31 to 302.91	10
WESTWARD, OJAI TO VENTURA JCT.:	
412.30 to 408.00	20
408.00 to 407.00	10
407.00 to 398.29	20
★398.29 to 397.30 (Ventura)	10
WESTWARD, SAUGUS TO MONTALVO:	
448.62 to 448.42	20
448.42 to 441.96	30
441.96 to 431.62	25
431.62 to 415.30	30
★415.30 to 412.80 (Santa Paula)	15
412.80 to 411.00	30
411.00 to 408.00	40
408.00 to 402.94	30
WESTWARD, BURBANK TO CHATSWORTH VIA VAN NUYS:	
466.81 to 457.41	25
457.41 to 457.39 (Sepulveda Blvd.)	10
457.39 to 446.27	35
446.27 to 445.50	25

★Regulated by City ordinance.

Trains must not exceed 10 MPH entering Vanowen Street crossing at Conoga Park, MP 449.60 and Highway 101 at Montalvo, MP 403.30.

Trains with class of engine shown below are further restricted between points shown, as follows:

	OJAI BRANCH	SANTA PAULA BRANCH				BURBANK BRANCH
	MP 403.6 408.4	MP 403.30 408.00	MP 411.00 431.48	MP 440.15 443.97	MP 443.97 448.62	MP 446.00 454.50
DF-600, 601, 602, 603, 604	20	..	..	20	..	30
DF-606, 617, 620	20	..	..	20	..	30
DF-605, 607, 610, 616	..	..	..	25	..	..
DF-608, 609	15	25	25	15	25	25
DF-1b, 2, 5, 8	..	..	..	25	..	..
DF-4, 10, 11, 13, 14	20	..	..	20	..	30
DF-9	..	..	..	25	..	..
DF-12, 15	15	25	25	15	..	25

Light engines may operate at "Psgr train" speeds not exceeding 70 MPH except when dynamic brake is not operating on descending grades, light engines must not exceed Column 2 speed.

SPECIAL INSTRUCTIONS—SANTA BARBARA SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 5, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

	MPH
All trains must not exceed except as follows:	30
All crossings, 9th Street and Santa Barbara Avenue	10

WILMINGTON BRANCH

Highway crossings between Santa Barbara Ave. and 103rd St., Watts, except as otherwise restricted	25
Slauson Ave.	20
Crossover at 60th St.	15
Florence Ave.	20
103rd St., WATTS	10
Wilmington Ave., ABILA	20
El Segundo Blvd., WILLOWBROOK	20
City streets in COMPTON from Rosecrans Ave. to Alondra St., inclusive, except Compton Blvd.	20
Del Amo St. crossing	25
Carson St., DOLORES	20
Sepulveda Blvd., WATSON	20
Circle Bridge, LONG BEACH	10
The following speed restrictions will apply to ore trains over following bridges:	
*FIRESTONE BRIDGE	15
COMPTON CREEK BRIDGE	15

*No westward movements may be allowed on this bridge until the ore train has cleared the bridge.

EAST LONG BEACH BRANCH

Alameda St., DOMINGUEZ	20
Los Cerritos Bridge	25
All trains must stop before crossing Del Amo Blvd.	
Spring Street	25
Highway crossings between NORTH LONG BEACH and EAST LONG BEACH, inclusive	15

EL SEGUNDO BRANCH

Compton Ave., Central Ave., Avalon Blvd. and Main Street	20
South Broadway	15
Figueroa St.	15
DELTA and CYPAVE	15
All streets between DELTA and Inglewood Ave., inclusive	15
Sepulveda and El Segundo Blvd.	10

TORRANCE BRANCH

	MPH
120th St., Laconia and Olympic Blvds. and 132nd St.	20
Curve just south of Rosecrans Ave.	15
Curve at STRAWBERRY PARK	10
Curves immediately north and south of GARDENA STATION	10
190th St.	15
Both directions between overhead bridge at TORRANCE and TORRANCE STATION and Carson St.	15
Sepulveda Blvd., Highway 101	20
Harbor Blvd.	10

SANTA MONICA BRANCH

Between Nevin and Western Aves.	10
All highway crossings between Western Ave., and Cloverfield Blvd., except 5 MPH approaching and across Robertson and Venice Blvds.	20
Between CULVER JCT. and Overland Ave., just west of PALMS	15
Between Overland Ave. and SANTA MONICA (14th St.)	20

HOLLYWOOD BRANCH

Between TALAMANTES and SOLDIERS HOME SPUR except 15 MPH across highway crossings between Talamantes and Soldiers Home Spur, and 10 MPH Sepulveda Blvd., Pico Blvd., Olympic Blvd. and Ohio Ave.	20
Westwood Blvd., and street intersections between Wilshire Blvd. and Canon Drive, inclusive	10
Curve at Shelby Ave.	20
Overland Ave. and road crossing between Fox Film Studio and Moreno Drive	20
Crescent Drive and Rexford Drive	5
Beverly Blvd., Doheny Drive and Robertson Blvd.	15
Between Westbourne Drive and Seward St.	10

ALLA BRANCH

Washington Blvd., CULVER CITY	6
Madison Ave., Motor Ave., Overland Ave. and Elinda St.	15
Sepulveda, Inglewood and Centinela Blvds.	20
Between Ocean Park and Inglewood	15

RATING OF ENGINES — In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Los Angeles and Santa Barbara Via Oxnard	Saugus to Montalvo	Montalvo to Saugus	Ventura Jct. to Ojai	Burbank to Chatsworth Via Burbank Branch	Ojai to Ventura Jct.	Chatsworth-Burbank Via Burbank Branch	Butte St. Yard to Taylor Yard	47th St. to San Pedro	San Pedro to 47th St.	47th St. to Los Angeles Yard Via River Station	Wilmington and Long Beach	Los Angeles Yard to San Pedro Via East Bank
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	1375	5500	1375	....	....	....	....	....	....	....	....	....	....
DP-5, 6, 8 to 11, 13	6005 to 6016, 6055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6067 to 6068	1925	5525	1925	....	....	....	....	....	....	....	....	....	....
DS-200 to 205	1900 to 1903	550	2500	550	200	375	350	2000	650	1050	900	725	1050	950
DS-1 to 8	1000 to 1032	800	4000	800	275	525	550	4000	975	1700	1400	1075	1650	2325
DS-500 to 506	5100 to 5120	950	4000	950	350	650	650	2500	1125	1900	1575	1250	1825	1650
DS-9 to 12	1033 to 1090	1350	4000	1350	525	950	950	4000	1675	2950	2300	1850	2700	2325
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	1650	4000	1650	650	1200	1225	4000	2075	3875	2800	2275	3300	2475
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1475	4000	1475	575	1025	1100	4000	1800	3550	2500	2000	2950	2500
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1400	4000	1400	525	1000	1000	4000	1750	3100	2400	1925	2825	2525
DS-600 to 604	4600 to 4623, 4700 to 4703	1600	4000	1600	625	1125	1150	4000	1975	3550	2750	2150	3150	2700
DS-605, 606	4624 to 4633	1775	4000	1775	700	1250	1275	4000	2175	4250	3000	2450	3525	2925
DS-607	4636 to 4645	1800	4000	1800	725	1300	1300	4000	2225	4000	3000	2450	3600	3175
DF-1 to 15 (62/15 gear ratio)	6138 to 6470, 8022 to 8305	1800	6050	1800	725	1350	1375	6050	2250	4775	3025	2475	3525	3050
DF-602, 603, 605 to 607, 611 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844, 5872 to 5895, 200 to 249, 400 to 458	2225	8000	2225	900	1725	1750	8000	2950	8000	3850	3175	4450	3950
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	2200	8000	2200	875	1675	1725	8000	2850	8125	3725	3050	4350	3400
DF-621	7400 to 7407	2225	8000	2225	900	1800	1850	8000	3000	8125	3875	3150	4450	3500
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	2400	5000	2400	950	1775	1775	8000	3050	8325	4100	3325	4775	4250
DF-14 (61/16 gear ratio)	600 to 637, 700 to 725	2225	5250	2225	925	1725	1750	5250	2975	8500	3850	3175	4450	2650
DF-100	5200 to 5202	2225	4000	2225	900	1675	1700	4725	2850	8625	3775	3075	4425	3100
DF-101, 103 to 107, 110, 112	5203 to 5212, 5213 to 5248, 4901 to 4902, 5253 to 5278	2600	5000	2600	1050	1925	1900	5000	3300	8900	4350	3525	5050	4050
DF-109, 111	4903 to 4905, 5250 to 5252	2600	5000	2600	1025x	1900	1900x	5000	3325	8975	4400	3550	5150	5000
DF-618	7300 to 7309	2350	8000	2375	950	1850	1900	8000	3125	9000	4050	3375	4700	3525
DF-619, 622, 624	7500 to 7505, 7506 to 7527, 7528 to 7567	2600	8000	2650	1075	2175	2250	8000	3625	9250	4625	3825	5425	4100
DF-617, 620	7200 to 7237	2475	8000	2500	1050	1950	2000	8000	3325	9350	4325	3550	4975	3650
DF-127	7000 to 7020	2800	8000	2800	1125	2075	2100	8000	3600	9350	4750	3850	5550	4250
DF-120, 121, 122, 124, 125	5339 to 5444, 5449 to 5493	2875	8000	2875	1150	2125	2150	8000	3675	9650	4875	3975	5675	4250
DF-800, 801	9000 to 9002, 9003 to 9017	3050	8000	3100	1275	2550	2650	8000	4200	11400	5350	4425	6300	4500
DF-500, 501	4800 to 4815	3350	8000	3350	1375x	2650	2700x	8000	4500	13375	5750	4800	6650	4500
DF-623	7408 to 7464	2425	8000	2450	1025	2000	2075	8000	3350	7975	4250	3550	4975	3500
DF-802	9018 to 9020	3825	8000	3875	1600x	3225	3600x	8000	5350	12025	6825	5700	7950	4250
DF-700	8400 to 8402	4875	....	5000	2050	4400	8000	....	7175	16125	9150	7375	10675	5000
DF-701	8500 to 8502	5425	....	5625x	2300x	5025	8400x	....	7950	16950	9625	8000	11225	5000

x—Unless authorized by Superintendent, engines will not be permitted to operate.

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RATING OF ENGINES — In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Dominguez to East Long Beach	East Long Beach to Dominguez	Los Angeles to Wilmington Pier A	Wilmington Pier A to Los Angeles	Watts to Torrance	Torrance to Watts	South Los Angeles to El Segundo	El Segundo to South Los Angeles
DF-300 to 304	4600 to 4623, 4700 to 4703	2250	2050	4150	2250	1350	1250	1350	1350
DF-305, 306	4624 to 4633	2250	2050	4150	2250	1350	1250	1350	1350
DS-1 to 8	1000 to 1032	1700	1550	3100	1700	1050	950	1050	1050
DS-9 to 12	1033 to 1090	2000	1800	3750	2000	1200	1100	1200	1200
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	2250	2050	4150	2250	1350	1250	1350	1350
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	2250	2050	4150	2250	1350	1250	1350	1350
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	2250	2050	4150	2250	1350	1250	1350	1350

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RATING OF ENGINES — In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	San Luis Obispo and Santa Barbara	Surf to White Hills Junction	White Hills Junction to Surf	White Hills Junction to White Hills
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916 to 5917	1425	...	...	...
DP-5, 6, 8 to 11, 13	6005 to 6016, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6067 to 6068	1425	...	...	...
DS-200 to 205	1900 to 1903	500	950	300	150
DS-1 to 8	1000 to 1032	750	1700	450	225
DS-500 to 506	5100 to 5120	875	1875	525	275
DS-9 to 12	1033 to 1090	1300	3000	775	425
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	1575	3875	975	525
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1400	3400	850	475
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1350	3225	825	425
DS-600 to 604	4600 to 4623, 4700 to 4703	1500	3750	975	525
DS-605, 606	4624 to 4633	1675	4150	1125	575
DS-607	4636 to 4645	1725	4175	1075	600
DF-1 to 15 (62/15 gear ratio)	6138 to 6470, 8022 to 8305	1725	4450	1200	600
DF-602, 603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844, 5872 to 5895, 200 to 249, 400 to 458	2175	5925	1725	750
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	2100	5625	1650	700
DF-621	7400 to 7407	2150	5875	1850	750
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	2300	5850	1675	800
DF-14 (61/16 gear ratio)	600 to 637, 700 to 725	2175	5800	1700	750
DF-100	5200 to 5202	2125	5600	1700	750
DF-101, 103 to 107, 110, 112	5203 to 5212, 5213 to 5248, 4901 to 4902, 5253 to 5278	2500	6400	1800	850
DF-109, 111	4903 to 4905, 5250 to 5252	2500	6250	1850	850
DF-618	7300 to 7309	2300	6175	1925	800
DF-619, 622, 624	7500 to 7505, 7506 to 7527, 7528 to 7567	2575	7025	2650	875
DF-617, 620	7200 to 7237	2450	6600	2175	850
DF-127	7000 to 7020	2700	7025	2250	925
DF-120, 121, 122, 124, 125	5339 to 5444, 5449 to 5493	2775	7250	2400	950
DF-800, 801	9000 to 9002, 9003 to 9017	2950	8550	3350	1025
DF-500, 501	4800 to 4815	3225	10025	4050	1125
DF-623	7408 to 7464	2400	6400	2225	825
DF-802	9018 to 9020	3725	9650	6000	1300
DF-700	8400 to 8402	4825	12925	8025	1650
DF-701	8500 to 8502	5425	13600	8450	1900

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 93. Los Angeles Yard: Eastward trains entering A Yard will use crossover from eastward track to slide track, MP 478.02. Eastward trains except first class must not pass Signal 4780 unless verbally authorized or proceed signal received.

Westward trains from Mission Tower or Alameda Street before entering Links and/or Bull Ring units, Los Angeles Yard, must receive a proceed signal.

Eastward trains leaving Links and/or Bull Ring units en route Mission Tower or Alameda Street must receive a proceed signal.

Mars type revolving red light on post 400 feet east of Fletcher Drive crossing, when displayed, indicates approach of eastward movement on Glendale lead to enter "A" unit. When light so displayed no movement must be made on east or west freight lead or other tracks to interfere with such movement.

Trains, and light engines to or from their trains, must not foul leads or enter or depart "A" or "C" units, Los Angeles Yard, unless a proceed signal is received, green flag by day, green light by night, or engineer is orally authorized.

Tracks Nos. 1 to 8, inclusive, 105 and crossover between 30 lead and 40 lead at east end "A" Yard and 40 lead' tracks Nos. 102, 103, 1 through 5 inclusive, at west end "C" Yard are equipped with electrically controlled switches and switch point indicators. Indicators do not indicate track occupancy, but will display green aspect when switch is in normal position and yellow aspect when switch is in reverse position. When indicator light is not lighted, careful examination of switch must be made before making movement over switch.

Trains or engines entering "A" or "C" units through crossovers MP 479.31 and MP 479.51 must not continue movements on yard leads unless proceed signal received from yardman (green flag by day, green light by night), or engineer orally authorized by yardman, or No. 200 (governing eastward movement) or No. 300 (governing westward movement) displayed by track indicator on top of Switchtender's Tower.

Flashing light track indication signs located on top of main line tower MP 479.40 governing movements on yard tracks only in lieu of hand signals or communication with herder in tower. Trains or engines must remain at clear point of yard tracks until flashing white number displayed on indicator and when displayed will be authority for train or engines occupying track designated to proceed.

When three 000 are displayed on the board located on top of the Main Line Switchtender's Tower any and all movements on track controlled by the Main Line Switchtender must stop.

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Trains or engines stopped by interlocking signal at signal bridges 3, 4 or 6 will, if signal does not clear, call signal operator on telephone located on signal bridge.

RULE 98. Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

Trains and engines must approach with caution, and may move over following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

Los Angeles—MP 487.50. (Must not exceed 6 MPH.)

Los Angeles—AT&SFRy industrial track over Gladding McBean spur, Wilson spur, and Eureka Supply spur.

Stop clear of following crossings and send flagman ahead, who must ascertain that no movement approaching on intersecting line before giving signal to proceed:

RULE 103-A. Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

Los Angeles Yard—Over Wilson St., Mateo St., and Lyon St.

Alhambra—Over Mission Road on Southwest Welding lead; C. F. Braun Co. spur; S. Cal. Edison pole yard spurs; spur leading to Pacific Cut Stone and Granite Co.; and track serving industries on Palm Ave.

RULE 292. Los Angeles Yard: Flashing white lights located just east of Los Angeles Yard Office on engine leads between Roundhouse and top end of A Yard.

Eastward engines must not proceed east of signal governing movement unless flashing white light is displayed. Engine must be within 250 feet of signal before indication will be displayed.

Roundhouse receiving Tracks Nos. 1 through 3, inclusive, are equipped with electrically controlled switches and switch-point indicators. Indicators do not indicate track occupancy, but will display green aspect when switch is in normal position, and yellow aspect when switch is in reverse position.

When indication is not lighted, careful examination of switch must be made before making movement over switch.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Los Angeles Yard: Signals 4781 and 4783 top end "A" Yard lead track governs movement through crossover between yard lead and Main tracks to westward Main track with the current of traffic only.

These signals will remain dark until crossover switches are opened.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
*L. A. Yard	West switch inbound—"A" Unit Outbound engine lead	Inbound
**Spring Derails:		
**River Station	Eastward track	Derailing
**River Station	Westward track	Derailing
**River Station	Links track	Derailing
**River Station	Water Hole track	Derailing
**River Station	Bull Ring track	Derailing
**River Station	Hotel track	Derailing

These derails equipped with switch point indicators. Switch point indicators do not indicate track occupancy. Switches must be lined by hand for eastward movements. When a switch point indicator displays red aspect or is not lined, careful examination must be made of switch before passing over. When spring derails are lined by hand they must be immediately restored to derailing position after movement is completed.

*Flashing white light located at clear point 150 feet east of switch point. Westbound (outbound) engines must not proceed west of signal unless flashing white light is displayed. Engines must be within 100 feet of signal before indication will be displayed.

**When spring derails are in closed position they must not be left unattended.

Los Angeles Yard: West switch of crossover between inbound and outbound engine lead east of yard office, and west switch of crossover between engine receiving Track No. 1 and outbound engine lead, and switch on west end of outbound lead 300 feet from road crossing west of holding pond are spring switches equipped with switch point indicators. Indicators do not indicate track occupancy. When indicator displays red aspect, or is not lighted, careful examination of switch must be made before passing over in eastward direction.

RULE 680. AUTOMATIC INTERLOCKING

Clement Jct.: Limits extend from interlocking signals on both sides of crossing. Signals installed on signal mast adjacent to west curb line of Alameda Street govern eastward movements over crossing as follows:

Signal on right side of mast	Eastward movements on eastward freight lead.
Signal on left side of mast	Eastward movements on eastward freight lead through hand operated crossover to westward lead and eastward movements on westward freight lead.

Signals installed on signal mast adjacent to east curb line of Alameda Street govern westward movements over crossing as follows:

Signal on right side of mast	Westward movements on westward freight lead and through hand operated crossover to eastward freight lead.
Signal on left side of mast	Displays red aspect only. Movements on eastward freight lead must not be made beyond this signal unless flag protection for such movements is provided.

When movements are to be made over crossing and signals governing movement displays "STOP" indication, and there are no visible opposing movements, member of crew must operate push button located in box on signal mast. After time limit has expired signal should display "PROCEED" indication. In event signal does not display proceed indication after time release has been affected and signal still displays stop indication, movement through interlocking limits may be made as prescribed by Rule 663(c).

Instructions for push button operation posted in push button box at base of signal masts east and west of the crossing.

AT&SFRy Crossing (Vernondale), MP 487.30: Limits extend from interlocking signals on both sides of crossing.

GENERAL REGULATIONS

RULE 825. When trains, engines, or cars are left standing in yards, a sufficient number of hand brakes must be set on the lower end to properly secure cars.

At A, C. Midway, Bull Ring, Cornfield, Aurant and State Street Units of Los Angeles Yard not less than six hand brakes must be set on the lower end when trains or cars are left standing except when less than six cars all hand brakes must be set. Such brakes must be securely applied, using standard brake club to set staff brakes.

When necessary to release hand brakes to move a portion of the cars the same number of brakes must be set on remaining cars.

Conductor and/or engineer will be held responsible for compliance with the above.

MISCELLANEOUS

9. Movements on Alameda St., Los Angeles, subject to city traffic signals when in operation.

29. Movements between SP slip switch at UPRR throat, from Mission Road Coach Yard to Switch No. 105, opposite Emergency hospital, Alhambra roundhouse, must be made via Balloon, and all movements in opposite direction must be made via Pocket (UPRR connection), unless arrangements are made between signal operator Mission Tower and switchtender at SP slip switch, UPRR throat, or yardmaster Mission Road Coach Yard in absence of switchtender.

Movements over UPRR tracks between AT&SFRy overhead bridge 2606 feet east of Dayton Ave. Tower (East Bank line) and connection switch Butte St. yard at Santa Fe Ave. 3550 feet west of Butte St. Jct., are governed by UPRR rules, timetable, special instructions, and bulletins.

Employes using UPRR tracks within Los Angeles terminal area are required to have copy of and be conversant with current UPRR rules.

Employes operating on tracks of Los Angeles Union Passenger Terminal are subject to rules of that company and are required to have copy of and be conversant with current rules and regulations of LAUPT.

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
482.60	Los Angeles	2nd crossing, L. A. River bridge	Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	10
Through slip switches	10
Through turnouts on other than sidings	10
Between River Station and Mission Tower	10

Los Angeles: Following maximum speed for trains and engines while on UPRR tracks (East Bank line) must not be exceeded:

	Passenger trains	All other trains
Pasadena Jct. to First St.	15	15
First St. to Ninth St. Jct.	50	25
Ninth St. Jct. to Downey Road	25	20

RULE 10-J. Speed signs to left of track:

Eastward	Reading	Westward	Reading
MP 513.05	40	MP 540.75	30
MP 537.77	20	MP 585.75	45-35
MP 562.60	50-25		
MP 575.83	45-25		

Speed sign to right of track, but with one track intervening:

Westward at MP 497.67 reading 60-40.

RULE 14 (m). Whistle will not be sounded one mile before reaching stations between Los Angeles and Alhambra.

The use of air horn or whistle is prohibited in Huntington Park between Alameda St. and State St., inclusive, except in emergency.

RULE 19-B. Light engines and helper engines will not display oscillating red light to the rear between Colton and Indio.

RULE 21-C. Extra trains are not required to display train indicators or white classification lights. Engine numbers need not be removed from indicator boxes on arrival at destination. Markers must be properly displayed.

RULE 82-A. Trains with SP clearance obtained at Los Angeles Yard, Indio, Colton, or City of Industry are authorized to operate as an extra train within yard limits on Puente Branch.

Trains with SP clearance obtained at Los Nietos are authorized to operate as an extra train within yard limits on Puente Branch and as an extra train on Colton Subdivision.

Trains via Puente Branch will obtain UPRR clearance and trains orders, if any, at Los Angeles Yard, Indio, Colton, City of Industry or Los Nietos which will apply on UPRR between Puente Jct. and Bartolo.

First-class trains and trains consisting of passenger equipment only, authorized on Colton or Salton Subdivision and operating through Indio Yard with same conductor and engineer are thereby authorized on Colton or Salton Subdivision without obtaining a clearance at Indio Yard.

Movements between CTC limits and Colton governed by block signals which indications will supersede the superiority of trains.

RULE 83-A. At the following stations only trains indicated will register:

Indio Yard—Trains originating and terminating.

RULE 83-B. At open train-order offices trains may register by ticket as follows:

Los Nietos.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within CTC limits, are established at the following points:

West MP		East MP
471.20	Los Angeles (Saugus-Alhambra line)	488.69
	“ (Santa Ana Branch)	489.99
490.00	Studebaker (Santa Ana Branch)	End of Branch
	“ (Puente Branch)	501.23
	“ (Stanton Branch)	End of Branch
	“ (Tustin Branch)	End of Branch
511.57	City of Industry (Puente Branch, includes both legs of wye)	512.67
	Pomona (Chino Branch)	End of Branch
536.51	Colton	541.14
	“ (Riverside Branch)	End of Branch
544.57	Bryn Mawr (Redlands Branch)	End of Branch
607.85	Indio	613.12
2.00	State St. (San Bernardino Branch)	7.50
7.50	(San Bernardino Branch)	End of Branch
18.04	(Basset Branch)	End of Branch
18.08	(Orange Ave. Jct.-Azusa Br.)	End of Branch

All trackage between Colima and Fullerton Jct. jointly used by Southern Pacific and Union Pacific Railroad under provisions of Rule 93.

Fullerton Jct.: Assigned hours of operation on the UPRR Anaheim Branch (SP Fullerton Branch) are as follows:

SP Crews	12:01 AM to 11:59 AM
UP Crews	12:01 PM to 11:59 PM

If necessary to use main track over UPRR Anaheim Branch (SP Fullerton Branch), other than assigned hours, movement must be protected by flagman as prescribed by Rule 99.

Watts to West Santa Ana (West Santa Ana Branch)
Los Alamitos Jct. to Los Alamitos (Los Alamitos Branch)
Slauson to Atlantic Blvd. (Yorba Linda Branch)
Atlantic Blvd. to Yorba Linda (Yorba Linda Branch)
Laon Jct. to Fullerton (Fullerton Branch)
Santa Fe Springs to Whittier (Whittier Branch)

Yard limit signs located to left of track:

Westward at Colton.

Colton: Trains must move with caution between absolute signals MP 538.52 and MP 540.05.

Indio: Illuminated letter "M" on lettertype indicator located on eastward "A" signals east end of Myoma (MP 607.6) will authorize eastward freight trains to continue on main track to point where crews are changed. When letter "M" not illuminated, eastward freight trains must receive proceed signal before passing over Jackson Street.

RULE D-97-A. Applies between Los Angeles and Alhambra, and between MP 609.74, Indio and MP 618.41, Thermal.

RULE 98. Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

Trains and engines must approach with caution, and may move over following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

*Upland—AT&SFRy—MP 37
*Grapeland—AT&SFRy—MP 42
*Rialto—AT&SFRy—MP 52
*Must not exceed 15 MPH.

Stop clear of following crossings and send flagman ahead, who must ascertain that no movement approaching on intersecting line before giving signal to proceed:

San Bernardino—"E" St.—AT&SFRy—MP 57
Porphyry—AT&SFRy—1.54 mile west of Corona

RULE 99. Between yard limit signs Firestone Park-Studebaker, MP 489.99-MP 490.00 engines may proceed without train order authority under protection of flagman as prescribed by Rule 99.

RULE 103-A. Automatic crossing gates:

Following crossings protected by gates with control circuits located within short distance of crossings.

Crews of trains or engines making stop, reverse movements, movements against the current of traffic or from yard tracks over crossings, must know that gates are down and crossings clear of vehicular traffic before entering crossings.

Station	Location	MP
*Aurant	Valley Blvd.	485.80
**Alhambra	Fremont Ave.	487.40
***Pomona	Park Ave.	514.10
***Pomona	Gordon St.	514.20
***Pomona	Main St.	514.30
****Studebaker	Orr and Day Rd.	498.10

*Westward movement on yard track will not lower gates until engine or cars are approximately 200 feet east of crossing (indicated by aluminum marker post), and crews must not enter crossing until it is known gates are down.

**Westward trains making station stop east of Signal 4875 will actuate gates when engine passes Signal 4875 moving toward crossing. Westward trains making station stop west of Signal 4875 will not actuate gates until engine passes over track circuit located 200 feet east of crossing indicated by aluminum marker post located adjacent to eastward main track. Speed of 10 MPH must not be exceeded after making station stop until gates are down. Gates on north side of tracks equipped with unit for display of flashing white light. Display of flashing white light indicates gates are down. Engines or trains approaching this crossing after making station stop must not enter crossing until flashing white light is displayed or it is known gates are down.

***Sound detector microphone located just east of Gordon Street crossing, MP 514.20, and Park Avenue crossing, MP 514.10, identified by marker block reading "STOP" located north of main track. Westward trains making station stop on main track only to receive or discharge passengers must sound whistle for one second which will activate the crossing gates and crossings must not be entered until gates are down. Switching movements over these crossings must not exceed 10 MPH, and crossings must not be entered until gates are down. Gates will remain down if cars or engines are left standing within 25 feet either side of crossings on main track and 75 feet either side of crossings on siding and 50 feet either side of crossings on storage track. Not more than three cars are to be left on storage track between Gordon and Main Streets and between Gordon Street and Park Avenue.

****Signs reading "APPROACH CIRCUIT" located 1000 feet east of crossing for westward trains and 1000 feet west of crossing for eastward trains. Crossing protection signals will cut out if engine or cars moving toward crossing occupy track between "APPROACH CIRCUIT" signs and crossings for more than two minutes and member of crew must protect traffic before moving over crossing.

Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Pomona—When switching over crossings on siding not protected by gates or flagman.

Carmenita-Buena Park (Santa Ana Branch)—Automatic crossing protection signals at Artesia Street, MP 503.5, Knott Road, MP 503.6, operate as follows: Signs reading "Approach Circuit" located 1100 feet east of crossings for westward trains and 1100 feet west of crossings for eastward trains. Crossing protection signals will cut out if engines or cars moving toward crossing occupy track between "Approach Circuit" signs and crossing for more than two minutes and member of crew must protect traffic before moving over crossing.

MP 512. Derails on either side of Pomona Blvd. on American Brake Shoe Co. spur must not be kept lined for movement, nor track between them occupied longer than necessary, to prevent excessive operation of crossing signal.

Loma Linda: To prevent excessive operation of crossing signals at crossing MP 541.00 (Hunts Lane), westward train occupying siding and cutting crossing must leave head car of rear portion of train on short track circuit between crossing and white marks on rails 120 feet east of crossing. When recoupling, crossing signals must be started by use of switch key in place provided on side of signal case at crossing.

City of Industry: Trains or engines entering Hacienda Blvd. crossing, MP 500.50, from siding must stop 50 feet short of crossing and wait until crossing gates are down before entering crossing. Eastward movements from track No. 1 to siding over Anaheim-Puente Road crossing, MP 502.40, must stop 40 feet west of crossing and wait until crossing gates are down before entering the crossing.

Patata: Independence Avenue, on Philadelphia Quartz Co. spur.

Downey: Woodruff Avenue, on Royal drill track.

Anaheim: Los Angeles St. Before train is permitted to move over crossing, trainman must insert switch key in lock in controller cabinet of manually controlled traffic signal, causing traffic signals to display red flashing indication to vehicular traffic. Switch key must not be removed while any part of train is moving over or standing on crossing.

Cabazon: City ordinance prohibits blocking Broadway crossing, MP 574.00, for more than 5 minutes in any 8 minute period.

Trains must stop and traffic on highway be protected by member of the train crew over the following street crossing:

Riverside—Orange Ave., Eighth St.

Riverside: Crossing bells located at Seventh and Ninth Streets are manually controlled with switches located on the bells. Crossing bells must be in operation when any train movements are made over crossings, unless protected by member of train crew on both sides of train, before and while movements are being made over crossings.

Riverside Jct.: Movement of engines and cars over Massachussetts Ave., crossing on Eric Emtman spur must be made with caution not exceeding 8 MPH.

Pomona: Trains on Chino Branch must not exceed 10 MPH over crossings of Riverside Drive, East End Ave., and Fifth St.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

El Monte—Over Arden Drive on drill track.
Santa Ana—Over Fourth St.
Redlands 2nd St.—Over Orange St.
Marlboro—Grove Ave.
Redlands 2nd St.—Over Fourth St.
Indio—Over highway on California Date Growers Assn. spur.

Mt. Vernon and Rialto Ave. trains actuate traffic signals and hold them at flashing red in all directions until train clears crossing.

Trains will approach and proceed across Mt. Vernon Ave. with caution without stopping.

Automatic crossing protection has aluminum marker post located approximately seventy-five (75) feet each side of crossing. Engine or cars entering these crossings from either direction must stop at aluminum marker post and allow crossing protection to operate 20 seconds before entering crossing.

Bassett Branch—Baldwin Park Boulevard.
Yorba Linda Branch—Slauson Avenue—Kodak Drill. Imperial Highway—La Habra Drill.
Whittier Branch—Dice Road.

RULE 104. The normal position of rigid switches at junction points is as follows:

City of Industry	Puente Branch, for connecting track.
Colton	Junction switch on Riverside Br., for main track.
Riverside Jct.	Junction switch for main track.
West Anaheim	Stanton Branch, for Santa Ana Branch.
South Anaheim	Tustin Branch, for Santa Ana Branch.

Derails in main track:

Bryn Mawr	Redlands Branch for SP main track.
Tustin	MP 522.50
Baldwin Park	Bassett Branch for San Bernardino Branch.
Orange Ave. Jct.	Azusa Branch for San Bernardino Branch.
Colima	For SP Co.
Fullerton Jct.	For UPRR.

Studebaker: Normal position of east and west leg of wye track switches connecting Puente Branch to Santa Ana Branch is for Puente Branch.

City of Industry: Normal alignment of switch at east leg of wye is to extension track.

Cars must not be left on either the east or west leg of wye track or connecting track to UPRR.

RULE 204. First class trains and trains consisting o passenger equipment only, of Colton or Salton Subdivisions, operating through Indio Yard with same conductor and engineer may be issued train orders on one subdivision that affect their movement on Colton or Salton Subdivisions.

RULE 221. Colton is train-order office only for trains originating.

Conductors and engineers of trains operating between City of Industry and Los Nietos are not required to obtain an SP clearance at City of Industry or Los Nietos except on the initial trip between these stations.

RULE D-251. Will apply as follows:

Both tracks between Los Angeles, Alhambra, and between MP 609.74, Indio and MP 618.41, Thermal.

RULE 286. When distant signals governing movements on sidings between Colton and Indio display yellow aspect, trains may proceed on siding at restricted speed expecting to find siding occupied by a preceding train.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Interlocking signals are listed as "P-I". Absolute signals are listed as "P-A".

Eastward Signal	Protection	Westward Signal
P-I	Spring switch, west end track No. 1, Studebaker	
	Spring switch, east end track No. 1, Studebaker	P-I
4912	Dragging equipment detector, MP 488.5 absolute signal at MP 485.73. Two indication light type indicators installed adjacent to eastward automatic Signal 4912, MP 491.20, San Gabriel Blvd., San Gabriel, and to the right of westward main track and to the left of eastward main track 550 feet east of Valley Blvd., MP 485.91, and designated as dragging equipment indicators. Indicators will display red aspect when actuated by dragging equipment detector and lunar aspect when not actuated by dragging equipment detector. Crew of train stopped by red indicator will inspect their train for dragging equipment and then call dispatcher who will change indicator aspect from red to lunar.	
P-A	High water detector, Bridge MP 550.41 . . .	P-5511
P-A	High water detector, Bridge MP 583.26 . . .	P-5833
P-A	High water detector, Bridge MP 583.33 . . .	P-5833
P-6086	Flood detector, Bridge MP 608.93	Absolute Signals MP 609.72

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Taylor Jct.: When Signal 4841 displays stop indication freight trains after stopping must contact signal operator at Mission Tower and be governed by his instructions.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Pomona	Junction, Chino Branch	Controlled siding
Studebaker	West switch of Track No. 1	Track No. 1
Studebaker	East switch of Track No. 1	Main Track

Spring switches equipped with oil buffers are located as follows:

Location		Normal Position
Yorba Linda Br. Holmes	East End of "Y"	For "Y"
West Santa Ana Br. (Watts)	End of Double Track	Westward Main Track

RULE 605. INTERLOCKING

Mission Tower: Limits extend on both tracks of East Bank line from interlocking signals located 300 feet west of East Bank Jct. switches to westward interlocking signals located on Signal Bridge No. 2; on both tracks of River Station line to interlocking signals located 250 feet west of Naud Jct. switch; on Colton Subdivision on Westward Track to interlocking signal located 300 feet east of Taylor Jct. and on Eastward Track from switches at MP 482.85 to interlocking signals located 400 feet east of Taylor Jct.

Whistle signals:

To LAUPT, o —.
To Alhambra or Naud Jct., east or west on East Bank line, —.
To Roundhouse, — o — o.
To River Station or AO spur, o o o o o.
To Brewery spur or Lacy Manufacturing Co., o o o —.
To Coach yard, o o o o —.
To Wilson Packing Co. lead, — o —.
To or from East Bank line or Alhambra, o — o o.
To Alhambra Ave. Coach yard lead, o o — o.
To Naud Jct. from East Bank line, o o — o o.
Against current of traffic, — o o o o.

Signal just west of tower building and adjacent to track No. 55 has white disk attached to mast. Signal is to right of two converging tracks, and governs movement on either track.

Following addition to Rule 663 (b) applies at Mission Tower, "Upon receiving oral authority of signal operator or signal maintainer."

Signs bearing words "Clearing Section" located as follows:

200 feet west of Signal Bridge No. 3 on the East Bank line.

200 feet west of signal on eastward passenger track from East Bank line to LAUPT via Alhambra Ave.

200 feet east of first signal east of UPRR crossing on westward Alhambra Ave. main tracks.

200 feet east of first signal leaving Coach yard.

Trains or engines stopped by these signals will stog with head end between "Clearing Section" sign and signal, except, freight trains or switching drags only on East Bank line will remain west of Main Street when stopped by signal.

One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

Interlocking limits. Trains or engines encountering flashing red signals will be governed as follows:

Aspect: Restricting signal flashing red indication proceed at restricted speed.

Colton Tower: Limits extend eastward on main track and siding from End of CTC, MP 538.52, to westward interlocking signals just east of AT&SFRy crossing.

Los Nietos: Limits extend over AT&SFRy crossing from eastward interlocking signal, MP 501.20, to westward interlocking signal, MP 504.66, and from westward interlocking signal, MP 499.46 to eastward interlocking signal MP 497.61, Studebaker.

At Studebaker, eastward trains and engines en route Los Nietos will move via Track No. 1 and westward trains and engines en route Studebaker will move via main track.

Main track between MP 498.80 and MP 497.76, Studebaker, is signalled for westward movements only and Track No. 1 which extends from MP 497.76 to MP 498.80 is signalled for eastward movements only. Before making an eastward movement on the main track between these points or before making a westward movement on Track No. 1, permission must first be obtained from signal operator and such movements must be made at restricted speed.

Stem of wye switch at Studebaker is a dual control switch and under control of signal operator. When necessary to hand throw this switch, permission must be obtained from signal operator and be governed by Rules 771 and 772.

Movements across AT&SFRy track, MP 501.70, under control AT&SFRy train dispatcher. When interlocking signals display stop indication, member of crew must call AT&SFRy train dispatcher for permission to move over crossing. After permission obtained from train dispatcher movement may be made only after flag protecion has been provided on AT&SFRy tracks on both sides of crossing.

South Anaheim and Marlboro: Limits extend from interlocking signal on both sides of crossings of AT&SFRy at MP 512.40 to MP 514.50.

Authority for movement within interlocking limits, if signals display stop indication, must be obtained from AT&SFRy train dispatcher at San Bernardino by telephone. Power operated derails located 250 feet on either side of crossings at South Anaheim, MP 512.40. Instructions for manual operation posted in telephone compartment of instrument case. Cars must not be left standing on approach circuit located 150 feet in approach to interlocking signals at Marlboro, MP 514.50, while switching interchange track.

Mt. Vernon—San Bernardino Branch
El Monte—San Bernardino Branch
Riverside Junction—Riverside Branch

Speed of all trains and engines shall not exceed 20 MPH through interlocking limits.

Mt. Vernon (San Bernardino): Limits extend to interlocking signals on both sides of AT&SFRy crossing.

Controlled from AT&SFRy West Yard Tower.

When stopped by home signal, be governed by Rule 663-B.

El Monte: Limits extend to Centralized Traffic Control signals each side of crossing. Controlled by Train Dispatcher.

Eastward approach signal 131, located east side of Tyler Ave., is two indication red and yellow, normal indication red, will clear to yellow when eastward home signal is clear. Eastward trains approaching Signal 131 will stop west of Tyler Ave., if signal is at STOP position, and a member of the crew will contact Train Dispatcher by telephone for instructions.

Beginning of eastward preliminary circuit for El Monte Centralized Traffic Control is located on main track at the west side of Lexington Ave. Crew switching at El Monte shall use west end of siding and crossover west of Lexington Ave. When necessary to leave the east end of siding, member of crew must contact Train Dispatcher and inform him of the move to be made.

YORBA LINDA BRANCH

Los Nietos Jct.: Limits extend from eastward interlocking signal 2800 feet in advance of junction to westward interlocking signals 360 feet in advance of junction and to eastward interlocking signal MP 501.2.

RULE 680. AUTOMATIC INTERLOCKING

UPRR Crossing (Patata), MP 491.94: Limits extend from interlocking signals on both sides of crossing.

AT&SFRy Crossing (Orange Center), MP 544.00: Limits extend between interlocking signals in approach to both sides of crossing.

"I" Street—San Bernardino Branch
North San Dimas—San Bernardino Branch
Euclid Avenue—San Bernardino Branch
Claremont—San Bernardino Branch
Kincaid—Azusa Branch

"I" Street, San Bernardino—AT&SFRy Crossing: Limits extend to interlocking signals on each side of AT&SFRy crossing. Signals normally in position for SP movements. When interlocking signals display STOP indication, Rule 663 will govern.

North San Dimas—AT&SFRy crossing.
Kincaid—AT&SFRy crossing.
Euclid Ave., Upland—AT&SFRy crossing.
Claremont—AT&SFRy crossing.
Santa Fe Springs—AT&SFRy crossing.

At each of the above, limits extend to interlocking signals on each side of crossing.

Following special instructions pertain to North San Dimas, Kincaid, Euclid Ave., and Claremont.

Switch indicator and derail are located at each side of AT&SFRy tracks, Each derail is equipped with mechanical switchman that can be trailed through. A signal is located at facing point of each derail.

Train desiring to cross the AT&SFRy tracks shall first observe the switch indicator at the derail; if the switch indicator shows clear, trainman shall remove padlock from the groundstand; in 50 seconds the electric lock on the switch stand will release, and the derail shall be thrown, and the signal will clear.

If there is a train on the AT&SFRy approach circuit, the switch indicator will indicate STOP. To make crossing movement when switch indicator is at STOP, trainman shall first remove the padlock at the derail, then proceed to crossing to observe that no train is approaching on the AT&SFRy within the limit of his vision. If no train can be observed approaching, he shall then insert key in circuit controller at the crossing, turn key and hold for 10 seconds, which places AT&SFRy signals at STOP; in 5 minutes the derail can be reversed and the signal will clear for the crossing movement.

If signal does not clear call AT&SFRy dispatcher.

However, if a train on the AT&SFRy is observed to be approaching, the key must not be inserted until the train has passed the crossing or has stopped.

After it has been determined that the AT&SFRy train does not intend to make a crossing, the key may be inserted and operation made as described in previous paragraph.

(The electric lock is equipped with two treadles, upper and lower. Upper treadle is depressed to remove padlock. The lower treadle is depressed to unlock the hand operating lever on derail. The upper treadle shall not be depressed except for removing padlock).

Bell—UPRR Crossing: Limits extend to interlocking signals each side of UPRR crossing.

Paramount—UPRR Crossing: Limits extend to interlocking signals each side of UPRR crossing.

RULE 705. LETTER-TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes movement as follows:
M	On mast East End Myoma	Eastward at East End Myoma	Proceed on main track Indio

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits on westward track between MP 482.90 and end of double track MP 488.22 and on eastward track between MP 485.55 and MP 488.22 and between end of double track MP 488.22 and Colton Tower MP 538.52 and between MP 540.05 Colton and MP 609.74 Indio.

Westward track signaled for movements in both directions between MP 482.90 and end of double track MP 488.22.

Eastward track signaled for movements in both directions between MP 485.55 and end of double track MP 488.22.

At east end Aurant, that portion of drill track between absolute signal opposite yard office and absolute signal 10 feet west of initial switch of crossover from drill track to westward track is also in CTC limits.

Absolute signals on Eastward and Westward Tracks, and eastward signal on drill track at east end Aurant are equipped with call-on unit which, when flashing yellow authorizes train or engine, after stopping, to move with caution to couple to train or cars, or for switching moves.

Flag protection will not be required when rear of train stands between absolute signals at east end Aurant and end double track Alhambra, except flagman on a train carrying passengers must take position not less than 30 feet behind rear car.

Movements across track MP 495.00, El Monte under control of train dispatcher. When absolute signals governing movement over crossing display stop indication member of crew must call train dispatcher and after ascertaining that derails in both directions are set to derail and no train approaching from either direction, train dispatcher may authorize movement over the crossing.

Movements across UPRR main track on Chino Branch, Pomona, under control UPRR train dispatcher. Eastward trains to Chino Branch must line initial switch before signal will clear. Westward signal will clear on approach of train. If these signals fail to clear, contact UPRR train dispatcher by telephone and be governed by his instruction. Telephone in box at initial switch and in UPRR CTC house at crossing.

Movements across UPRR track on spur at Ontario governed by dwarf type light signals. Electrically locked derails 200 feet either side of UPRR main track are controlled by UPRR train dispatcher. If electric lock fails to unlock within three minutes contact UPRR train dispatcher by telephone and be governed by his instructions. Telephone in box at crossing.

Junction switch Chino Branch on siding at Pomona is equipped with switch-point indicator, and if red aspect displayed or not lighted, careful examination must be made to insure switch safe before passing over eastward, on siding.

Call-on unit, near junction switch, when flashing white will authorize trains and engines from Chino Branch to enter controlled siding at Pomona, expecting to find siding occupied.

On No. 1 Track and No. 2 Track between MP 559.00 (Hinda crossover) and MP 563.35 (east end Beaumont) block signals are provided for movement of trains in either direction on both main tracks.

Movements may be made in either direction on either track, being governed by indication of absolute and automatic block signals.

West switch of siding MP 561.56 and east switch MP 562.06 at Beaumont equipped with electric locks.

Main tracks between MP 559.00 (Hinda crossover) and MP 563.35 (East End Beaumont) are numbered as follows:

No. 1 Track—To north.
No. 2 Track—To south.

PUENTE BRANCH

Limits extend from absolute signal west of Bartolo, MP 503.60, to absolute signal west of Puente, MP 512.30, and controlled by UPRR train dispatcher.

Westward trains via Puente Branch must not leave City of Industry until permission has been obtained from UPRR train dispatcher.

Movements over UPRR crossing, MP 504.50, governed by absolute signals at crossing and controlled by UPRR train dispatcher. UPRR rules apply.

GENERAL REGULATIONS

RULE 825. Portable rail skids are hung on posts at following locations:

Pomona—west end
Redlands—west end
Ordway—west end
El Casco—west end
Hinda—west end
Hinda—crossover
Beaumont—west end house trk.
Pershing—east end
Banning—east end
Garnet—east end
Salvia—east end
Rimlon—east end

When necessary to leave cars on any of these sidings permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

Rail clamps on Hazel-Atlas Glass Co. tracks at Pomona, to prevent cars rolling out of tracks. Crews must remove clamps before switching these tracks, and replace after switching.

At Irwindale, San Bernardino, and Colton, not less than six hand brakes must be set. When less than six cars all hand brakes must be set.

When necessary to release hand brakes to move a portion of the cars the same number of brakes must be set on remaining cars.

Conductor will be held responsible for compliance with the above, unless relieved by yardmaster or his representative, who must identify himself and be present at the train on which brakes are to be applied when train crew leaves it.

RULE 826. Colton: Indicator lights located at each end of icing platform on PFE Tracks Nos. 5, 6 and 7, and at switch to PFE spur, govern movement on those tracks as follows:

Green:	Tracks may be used for train or switching movements.
Red:	Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.
Not lighted:	Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled to or moved.

RULE 827. Trains of passenger equipment, except GOLDEN STATE SUNSET, must approach Indio at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make rolling inspection of train, then walk length of train opposite station side, making standing inspection, giving careful attention to running gear and journal boxes.

Except when pressure maintaining feature is in use, eastward freight trains with less than two dynamic brakes in operation must stop at Owl or Cabazon 10 minutes and westward freight trains with less than two dynamic brakes in operation must stop at El Casco or Ordway 10 minutes for heat radiation and train inspection. If stop is made at Hinda for other than operating reasons, train may then proceed to Redlands for next 10 minute stop.

Engines without dynamic brakes in operation, running light on descending grade must stop between Hinda and Redlands, Owl and West Palm Springs for inspection.

Beet and ore trains (except ore trains consisting of cars in series SP 345000 to SP 345669 and SP 463500 to SP 463999) between Beaumont and Colton must stop ten minutes at El Casco or Ordway for wheel heat radiation and train inspection.

Ore trains consisting of cars in series SP 345000 to SP 345669 and SP 463500 to SP 463900 between Beaumont and Colton without dynamic brakes in operation must stop ten minutes at El Casco or Ordway for wheel heat radiation and train inspection.

RULE 837. Loma Linda to Garnet, inclusive, and on Redlands Branch switching movements must be made with air brakes cut in on all cars and cars must not be detached while in motion except when allowing caboose to roll against train on descending grade.

Lincoln Park Spur: Switching movements must be made with air brakes cut in on all cars and cars must not be detached while in motion.

Fullerton: Hunts Food Spur: All switching movements must be made with air cut in on all cars and **cars must not be detached while in motion.**

AIR BRAKE RULES

RULE 3. Standard brake pipe pressure for freight trains is 90 lbs.

RULE 17. Retaining valves will be used on descending grades as follows:

Colton to Garnet:

Passenger Trains: All retaining valves will be used except when three or more units of dynamic brake are in operation. Retaining valves on head end cars may be turned up at Colton or Indio. Retaining valves on passenger carrying cars may be turned down on westward trains at Loma Linda. If stop made by eastward train at West Palm Springs, retaining valves on head end cars may be turned down.

Freight and Mixed Trains (except ore trains consisting of cars in series SP 345000 to SP 345669 and SP 463500 to SP 463999) or beet trains consisting of cars in series SP 358000 to SP 359014:

With no dynamic brake in operation, one retaining valve for each 75 tons in train.

When dynamic brakes are in operation on road engine, and tonnage of train exceeds 950 tons per four-axle unit, or 1500 tons per six-axle unit, one retaining valve for each 100 tons in train: except when three or more units of dynamic brake on road engine are in operation with pressure maintaining system of braking being used and tonnage exceeds 6000 tons, one retaining valve for each 100 tons in train.

Ore trains consisting of cars in series SP 345000 to SP 345669 and SP 463500 to SP 463999:

With less than four four-axle units or less than three six-axle units of dynamic brake in operation on road engine, all retaining valves.

When tonnage of train exceeds 6000 tons, 75% of retaining valves must be used; except when there are eight or more units of dynamic brake in operation and tonnage exceeds 6000 tons, 50% of retaining valves must be used from Beaumont to Loma Linda or Colton.

Beet trains consisting of cars in series SP 358000 to SP 359014 or ore trains consisting of cars other than those in series SP 345000 to SP 345669 and SP 463500 to SP 463999:

When train consists of all loaded beet or ore cars all retaining valves must be used in HIGH PRESSURE position, Beaumont to Loma Linda or Colton. When majority of cars in train are loaded beet or ore cars and train exceeds 75 tons per operative brake one retaining valve must be used for each 100 tons in train. Retaining valve on loaded beet or ore cars must be used in HIGH PRESSURE position. On cars other than loaded beet or ore cars retaining valve must be used in LOW PRESSURE position.

GENERAL

Westward freight trains may turn up retaining valves when stop is made for operating reasons at Pershing.

FREIGHT TRAINS

RULE 24-B. Indio: When continuity of brake pipe is not disturbed, incoming engineer will apply train brakes when stopped. Outgoing engineer will release brakes and proceed without making rear end or road test.

RULE 25. Will apply at Beaumont, except on trains not using retaining valves and not required to stop, but such trains must make running test approaching MP 563.00 as follows:

Engineer while working power will make reduction of approximately 7 lbs. wait for slack to adjust, then make a 3 lbs. reduction before releasing brakes. Trainmen will give proceed signal after they have noted reduction on caboose gage and the following build-up in pressure when brakes are released. On ore trains this test must be made and brakes released before reaching MP 563.5.

Westward freight trains must not leave Beaumont until pressure as indicated by air gage in caboose is restored to 80 lbs. or to within 5 lbs. of maximum pressure indicated by caboose air gage between Garnet and Beaumont.

RULE 33. Maximum tonnage per operative brake is as follows:

COLTON TO GARNET

Trains handled by engine equipped with one air compressor	30 tons
Trains handled by engine with two or more air compressors operating, except:	75 tons
Beet trains (Maximum 100 cars beets) when consisting of cars in series SP-358000 to SP-359014 running at reduced speed	99½ tons
Ore trains (maximum 95 cars ore) running at reduced speed, except	99½ tons
When consisting of cars in series SP-345000 to SP-345669 and SP-463500 to SP-463999	139½ tons
Redlands Branch	60 tons

PASSENGER TRAINS

RULE 39. Running test must be made before descending grade, Beaumont.

TRAIN HANDLING

RULE 60. Changes in dynamic braking force must be made gradually when practicable. On descending grades between Colton and Indio, dynamic brake on freight trains must be reduced to one-half of maximum 500 feet before entering and 1500 feet after passing through turnout or crossover and during adjustment of slack following release of train air brakes.

Engines in excess of 5 units must not be used in shoving head end of ore trains to coupling in ascending direction.

MISCELLANEOUS

9. Helper Service:

(a) Helper engines must not be placed on the head end of freight train.

(b) Helper engine or engines coupled together must not exceed ten units.

(c) Helper engines consisting of more than four units coupled must be placed in train so that approximately three tons are being pulled for every two tons being pushed ahead, exclusive of tonnage rating of the road engine and helper placed behind or immediately ahead of caboose.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines	West Colton—Tracks diverging from Track No. 2 in GATCo yard.

Kaiser: Lead track from north line of Colton Ave., jointly used by SP and Kaiser Co.; the tracks within Kaiser plant jointly used by SP, AT&SFRy, and Kaiser Co., and nine tracks within Kaiser plant jointly used by SP and Kaiser Co. SP crews must not go beyond a point 250 feet east of easterly lead switch (connection with AT&SFRy.) in "X" yard, or 200 feet east of crossover 222 at ore dump. All movements must be made with caution. Derails must be left in derailing position while switching at Kaiser plant, and secured in derailing position when leaving plant. Hand brakes must be secured on at least four cars on lower end when setting out on Kaiser plant tracks. When picking up cars at least four hand brakes must be secured on lower end of cut remaining in the track. If four cars or less, secure all hand brakes. Air must be coupled and in use through entire cut of cars when moving to or from Kaiser plant, and air brake test must be made as prescribed in Air Brake Rule 24-F.

When coupling air hoses on cars within Kaiser plant, a member of crew must be stationed at east switch or switch to rear of cut, to prevent Kaiser or AT&SFRy crews from switching or dropping cars against cut being handled by SP crews.

Downey-Norwalk: Crews must request Darnell Corp. employe to raise door across their track before movement permitted into building.

Patata: Crews must request Maas Chemical Company employe to unlock derail to permit service to industry.

West Anaheim: Between 6:00 AM and 4:00 PM, when switching Home Oil Company spur, gate across track must be in position to protect vehicular traffic over crossing and return to position across track after switching completed.

Fruitland (Yorba Linda Branch): Look out for poor footing and impaired clearance on all tracks inside shipping building, Bethlehem Pacific Steel Vernon Plant.

Safety stop must be made on all tracks before entering building.

Trainmen must not ride on top of cars inside of building.

Slauson: Westward trains from Yorba Linda Branch, destined to points east of Slauson Junction will operate over east track of wye, and before fouling main track at 60th St., will be governed by third paragraph of Rule 93.

11. Load limit (car and contents):

Los Angeles-Indio	263,000 pounds
*Indio-Los Nietos via Puente Jct.	279,000 pounds
Pomona-Chino	251,000 pounds
Colton-Riverside	240,000 pounds
Bryn Mawr-Crafton	230,000 pounds
Studebaker-City of Industry	251,000 pounds
Firestone Park-Dyer	240,000 pounds
West Anaheim-Stanton	240,000 pounds
South Anaheim-Tustin	240,000 pounds
San Bernardino Branch	
Los Angeles-State St.-Colton	196,000 pounds
Bassett-Azusa	199,000 pounds
San Bernardino-Redlands	156,000 pounds
State St.-Lincoln Park	272,000 pounds
Yorba Linda Branch	
Slauson-Yorba Linda	230,000 pounds
*Los Nietos-Long Beach	279,000 pounds
Santa Fe Springs-Whittier	240,000 pounds
W. Santa Ana Branch	
Watts-W. Santa Ana	156,000 pounds
Stanton Branch	
Stanton-Los Alamitos	240,000 pounds
Stanton-Dow	200,000 pounds
Riverside Branch	
Arlington-Corona	240,000 pounds
Orange-Marlboro	240,000 pounds
Dyer-Costa Mesa	230,000 pounds

*Ore when consisting of cars in series SP 345000 to SP 345669 and SP 463500 to SP 463999, unless authorized by Superintendent, heavier loads must not be handled.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Colton	2 (water)

29. Movements over UPRR tracks between Bartolo, MP 504.90, and Puente Jct., MP 511.50 are governed by UPRR rules, timetable, special rules and bulletins.

Employes operating over UPRR tracks between Bartolo, MP 504.90, and Puente Jct., MP 511.50, are required to have in their possession UPRR examination certificate, Form 2198, indicating they have been qualified on UPRR rules and special rules; and in addition, are required to have copy of and be conversant with pamphlets issued by SPCo indicating wherein UPRR operating rules differ from movement in that territory from SPCo rules, and UPRR current timetable and special rules.

Movements over AT&SF tracks between Riverside Jct. and May will be governed by Southern Pacific rules except the following AT&SF rules will apply:

(Rule 261 in effect on main track)

Capacity of Sidings In 50 ft. Cars		S.P. Crossing	M.P.
		Riverside Jct.	9.2
		0.6	
E-42	TCS	Riverside	9.8
		4.2	
99		Casa Blanca	14.0
		2.4	
62		Arlington	16.4
		3.3	
94		May	20.2

SIGNAL SYSTEM TWO IN EFFECT

Traffic Control System (TCS).—A block signal system under which movements are authorized by block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track.

Medium Speed.—A speed not exceeding 40 miles per hour.

Restricted Speed.—A speed that will permit stopping short of another train, obstruction or switch not properly lined, but not exceeding 20 miles per hour.

10(A). Temporary slow signals, yellow flag, disc or light, will be displayed not less than one mile (when practicable) in advance of locations where the speed of trains must be reduced, or where Form U train orders require trains to stop. Temporary resume speed signals, green flag, disc or light, will be displayed to indicate the end of such areas.

When temporary slow signals are displayed, trains must not exceed fifteen miles per hour, unless otherwise directed by train order or special instructions, until rear of train has passed temporary resume speed signal.

Temporary stop signals, red flag, disc or light, will be displayed at locations where trains must stop as required by Form U train order. Trains must not pass temporary stop signals until notified by Foreman or Supervisor in charge. When so notified, trains must not exceed the speed specified by such Foreman or Supervisor through the restricted area.

Note:—Where maximum authorized speed shown in time table exceeds fifty-nine miles per hour, temporary slow signals will be displayed not less than one and one-half miles in advance of restricted area.

11. A train finding a fusee burning on or near its track must stop and extinguish it or wait until it has burned out. The train may then proceed prepared to stop short of train, obstruction or switch not properly lined, for one mile.

15. The explosion of two torpedoes is a signal to be on the lookout for flagman, obstruction or train ahead for one mile. Speed must be reduced immediately where view is not clear ahead for one mile. The explosion of one torpedo will indicate the same as two, but the use of two is required.

U.

Stop and Speed Limit Orders.

(1) Eight naught one 8 01 A M to five naught one 5 01 P M between 15 poles West of M P 10 and M P 11 between D and E track is impassable stop and do not enter these limits until notified that track is passable.

To be used where safety of the movement requires that trains stop, and are not to pass temporary stop signal until notified by Foreman or Supervisor in charge that track is passable. The Foreman or Supervisor in charge must specify the speed permitted through the limits specified.

(2) Eight naught one 8 01 A M to five naught one 5 01 P M approach (*gangs or machines*) between 15 poles West of M P 10 and M P 11 between D and E prepared to stop short of men or machines fouling track until proper proceed signal received or notified verbally by (*title and name of employe in charge*) that track is clear of men and machines Speed limit passing men or machines ______ M P H.

(3) Speed limit ______ M P H between M P 12 and 5 poles West of M P 13 between D and E.

To be used where track condition requires speed to be reduced below normal.

(4) Speed limit ______ M P H over bridge 10 poles West of M P 10 between D and E.

To be used where bridge condition requires speed to be reduced below normal.

(5) Heavy rains between F and J take every precaution for safety.

To be used when reports indicate track or structures may be endangered.

Trains and engines, within the limits of this order, must approach gangs or machines prepared to stop, and stop short of men or machines occupying or fouling track. If proper proceed signal, given with yellow flag or yellow light, is received; or, if notified verbally by employe named in the order that track is clear of men and machines, train or engine is released from requirement of moving prepared to stop short of men or machines, and may then proceed, complying with speed restrictions, if any, in the train order.

Rules Governing Opposing and Following Movement of Trains by Block Signals.

261. On portions of the railroad, and on designated tracks so specified in the time table, trains will be governed by block signals, whose indications will supersede the superiority of trains for both opposing and following movements on the same track.

The movement of trains will be supervised by the train dispatcher, who will issue instructions as may be required.

The train dispatcher must be advised in advance of any known condition that will delay the train or will prevent it from making usual speed.

Except as affected by this rule, all Block Signal Rules and Operating Rules remain in force.

FIXED SIGNALS.

SYSTEM TWO.

Rules 281 to 292 inclusive, show fixed signals, their indications and names, and are effective only at the points, or on the territory specified in the time table.

SIGNAL SYSTEM TWO.

RULE	ASPECT	NAME	INDICATION
281	Green	Clear	Proceed
281(A)	Flashing Green	Approach—Limited	Proceed; Approach next signal not exceeding Limited speed, and be prepared to enter diverging route at prescribed speed.
282	Flashing Yellow	Approach medium	Proceed; approach signal not exceeding medium speed, and be prepared to enter diverging route at prescribed speed.
283	Red over Green	Diverging—Clear	Proceed through diverging route, prescribed speed through turn-out.
285	Yellow	Approach	Proceed preparing to stop at next signal; if exceeding medium speed immediately reduce to medium speed.
286	Red over Flashing Yellow	Diverging—Approach	Proceed through diverging route; prescribed speed through turn-out; approach next signal preparing to stop, if exceeding medium speed immediately reduce to medium speed.
290	Flashing Red	Restricting	Proceed at restricted speed.
291	Red—with number plate	Stop and Proceed	Stop; and proceed as prescribed by Rule 320.
292	RED	Stop	Stop.

320. At a "stop and proceed" signal, a train will be governed as follows:

(A) On single track, except where Rule 261 is in effect, where block can be seen to be clear of opposing movement; stop, then proceed at once at restricted speed.

Where block cannot be seen to be clear of opposing movement; stop, wait five minutes, then proceed at restricted speed. When view of track ahead is not clear for at least 800 feet at any location within the block, movement must be stopped and then protected by being preceded by a flagman.

Engines so equipped must display red gyrating headlight.

(B) On two or more tracks, or on any track where Rule 261 is in effect; stop, then proceed at once at restricted speed.

(C) Where the letter "G" appears on the mast of a "stop and proceed" signal, train may, without stopping, pass such signal at restricted speed, and proceed at restricted speed to next governing signal.

(D) Where facing point switch is located immediately beyond a "stop and proceed" signal and switch is lined for turnout, train may, without stopping, pass such signal at restricted speed to enter turnout, provided main track is clear to fouling point.

321. When a train is stopped by a "stop" signal, it will be governed as follows:

(A) At a control station, when signal cannot be cleared, employe in charge may give permission to pass such signal verbally, or by proceed signal with yellow flag or yellow light. In either case a member of crew must immediately precede the move, examine each switch and derail affecting the move and flag over railroad crossing within the interlocking limits.

(B) Where control station is not in the immediate vicinity of the signal, member of crew must communicate with control station. If authorized to proceed member of crew must examine all switches and derails before moving over them, and flag over railroad crossings within the interlocking limits.

(C) At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any means of communication, place dual control switches and derails in "hand" operation, spike other interlocked switches and derails, and furnish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do not foul conflicting routes or tracks. After these requirements have been observed, train must wait five minutes then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to "motor" operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

If necessary to roll switches by hand, be governed by instructions posted in phone box.

(Amended July 1, 1960)

(D) At automatic interlockings, a member of crew must go to control box and follow instructions outlined therein.

(E) Within ABS limits where signal, other than a controlled signal, governing movement from siding or other track to main track indicates "stop", and train has other authority to enter main track, after providing proper protection the main track switch will be opened and, after expiration of five minutes, train may proceed complying with Rules 99 and 321(F).

When movement is through a spring switch, the same procedure will govern except that after lead wheels have fouled circuit, spring switch must be returned to normal.

(F) When authority is received from control station to pass a "stop" signal, and movement beyond signal is within ABS limits, or on a track where Rule 261 is in effect, movement must be made at restricted speed to next governing signal.

When movement is made beyond a "stop" signal in accordance with the provisions of Rules 321(C), 321(D) or 321 (E), within ABS limits or on a track where Rule 261 is in effect, train must move at restricted speed to next governing signal; and on single track or on a track where Rule 261 is in effect, when view of track ahead is not clear for at least 800 feet at any location within the block, movement must be stopped and then protected by being preceded by a flagman.

Note:—In complying with Rules 321(A) and (B), after permission is given to pass a signal in stop position, the interlocking limits will, when practicable, be fouled before a member of crew precedes movement.

Rule 321(F) is not applicable in ATC territory.

RULES APPLICABLE ONLY WITHIN TCS LIMITS

500. Within Traffic Control System limits, trains will run as prescribed by Rule 261.

502. Trains originating at other than district terminals may proceed without clearance card Form 902, after obtaining permission from control station, and will display signals as prescribed by Rule 21.

504. When a train or engine is to do work, or occupy track or tracks within specified limits, where Rule 261 is in effect, permission must be obtained from control station, specifying time and limits, and tracks to be used. When the train or engine has entered these limits control station must lock all signals governing movements into such limits at "stop", and locks must not be removed until the train or engine has cleared the specified tracks within the limits. Tracks specified may be used in either direction within the specified limits without flag protection.

Train or engine must be clear of tracks specified within the limits by the time stated and will report to control station when clear. When additional time is required, it must be authorized by control station before expiration of previous time limit.

Where the control station is not operated by the train dispatcher, such permission, working limits, time, and specified tracks, must first be obtained by the control station from the train dispatcher.

SPEED:

	MPH
Maximum speed	60
Except as follows:	
Two track Junction Switch MP 10.0	30
All other Crossovers and turnouts	15
4 Curves MP 9.6 to MP 10.0 Westward	30
2 Curves MP 11.9 to 12.5	50
3 Curves MP 15.5 to 16.7	55

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
482.60	Los Angeles	2nd crossing, L. A. River bridge	Side
514.00	East of South Anaheim	Santa Ana River bridge	Side
539.80	Colton	Santa Ana River bridge	Side
547.30	West of Redlands, 2nd Street	Mill Creek bridge	Overhead and Side
16.50	San Gabriel River Bridge (Palo Verde)		
	W. Santa Ana Branch		Overhead and Side
1.96	Macy St. (Brooklyn Ave.)		Overhead
2.75	State St.		Overhead
3.10	Cornwall St.		Overhead and Side
3.20	Marengo St.		Overhead
3.29	Sota St.		Overhead
54.17	Meridian St.		Overhead and Side
54.67	10 inch iron pipe overhead		Overhead and Side
54.68	AT&SFRy overpass		Overhead and Side
61.22	Santa Ana River Bridge (Marigold)		Overhead and Side
	Arlington to Porphyry		Overhead and Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, crossovers, and turnouts, except	10
Through slip switches	10
Facing point movement through turnout end of double track, MP 488.23 at Alhambra	35
Trains through controlled sidings, turnouts and crossovers, except	25
Crossover at MP 541.35	20
Redlands	20
Crossover at MP 562.2, Beaumont	20
Pershing	20
West switch siding, Cabazon, MP 571.2	20
On wye track, Studebaker	10

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 5, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED
MP MP Column:	1	2
EASTWARD, LOS ANGELES YARD TO TAYLOR JCT.:		
479.70 to 480.60 (Dayton Ave. Tower)	40	40
480.60 to 481.67	20	20
★481.67 to 481.69 (North Main St.)	15	15
481.69 to 481.90 (East Bank Jct.)	20	20
481.90 to 482.80 (Taylor Jct.)	15	15
EASTWARD, LOS ANGELES TO INDIO YARD:		
Los Angeles to Mission Tower	12	12
★Mission Tower to 484.05	15	15
★484.05 to 485.80 (Valley Blvd.)	25	25
★485.80 to 488.22 (Alhambra)	40	40
488.22 to 488.25 (end double track)	35	35
★488.25 to 489.89 (Alhambra)	40	40
★489.89 to 491.33 (San Gabriel)	30	30
491.33 to 493.31	65	60
★493.31 to 495.04 (El Monte)	40	40
495.04 to 507.80	65	60
507.80 to 508.10	65	60
508.10 to 513.80	65	60
★513.80 to 514.80 (Pomona)	40	40
514.80 to 519.51	65	60
519.51 to 520.91	40	40
520.91 to 523.40	65	60
523.40 to 537.32	70	60
537.32 to 538.52	50	50
538.52 to 540.00	30	30
540.00 to 545.28	60	60
545.28 to 548.20	50	50
548.20 to 553.30 (Track One)	25	25
553.30 to 554.82 (Track One)	45	45
554.82 to 563.35 (Track One)	50	50
548.20 to 554.82 (Track Two)	45	45
554.82 to 556.50 (Track Two)	50	50
556.50 to 563.35 (Track Two)	25	25
563.35 to 576.58	50	25
576.58 to 585.00	45	25
585.00 to 589.00	55	25
589.00 to 599.00	60	40
599.00 to 608.85	70	60
608.85 to 609.60	70	50
609.60 to 611.30	30	30

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED
MP MP Column:	1	2
WESTWARD, TAYLOR JCT. TO LOS ANGELES YARD:		
482.80 to 481.90 (East Bank Jct.)	15	15
481.90 to 481.69	20	20
★481.69 to 481.67 (North Main St.)	15	15
481.67 to 480.00	20	20
480.00 to 479.70 (Los Angeles Yard)	40	40
WESTWARD, INDIO YARD TO LOS ANGELES:		
611.30 to 610.80	30	30
610.80 to 598.50	70	60
598.50 to 589.00	60	60
589.00 to 585.00	55	55
585.00 to 576.58	45	45
576.58 to 563.35	50	50
563.35 to 554.82 (Track One)	50	25
554.82 to 553.30 (Track One)	45	25
553.30 to 548.20 (Track One)	25	25
563.35 to 556.50 (Track Two)	25	25
556.50 to 554.82 (Track Two)	50	25
554.82 to 548.20 (Track Two)	45	25
548.20 to 545.28	50	25
545.28 to 540.00	60	25
540.00 to 538.52	30	30
538.52 to 537.32	50	50
537.32 to 523.40	70	60
523.40 to 520.91	65	60
520.91 to 519.51	40	40
519.51 to 515.55	65	60
515.55 to 514.80	65	55
★514.80 to 513.80 (Pomona)	40	40
513.80 to 508.10	65	50
508.10 to 507.80	65	50
507.80 to 495.04	65	60
★495.04 to 493.31 (El Monte)	40	40
493.31 to 491.33	65	60
★491.33 to 489.89 (San Gabriel)	30	30
★489.89 to 485.80 (Alhambra)	40	40
★★485.80 to 484.05 (Valley Blvd.)	20	20
★484.05 to Mission Tower	15	15
Mission Tower to Los Angeles	12	12

★Regulated by City ordinance. ★★ICC regulations, for movements in both directions.

Kaiser (Kaiser Spur): MP 529.1. Do not exceed 10 MPH over switch at San Bernardino Street.

Speed of westward freight trains with more than 6000 tons or 75 tons per operative brake must not exceed 40 MPH between MP 514.80 and MP 499.00.

Speed of westward freight trains with more than 6000 tons or 75 tons per operative brake must not exceed 20 MPH on descending grades between Colton and Garnet, except speed of ore trains consisting of cars in series SP-345000 to SP-345669 and SP-463500 to SP-463999 with all retaining valves in use must not exceed 15 MPH between Beaumont and Colton.

Freight and mixed trains are authorized to operate at Column 1 speeds not to exceed 65 MPH between Alhambra and Indio (BSM—70 MPH) when meeting requirements, as outlined on page 6, except must not exceed 40 MPH on descending grades between Colton and Garnet.

Light engines may operate at "Psgr train" speeds not exceeding 70 MPH except when dynamic brake is not operating on descending grades, light engines must not exceed Column 2 speed.

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 5 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	FREIGHT AND MIXED
MP MP Column:	1
EASTWARD, POMONA TO CHINO	20
EASTWARD, COLTON TO RIVERSIDE:	
538.95 to 539.59	20
539.59 to 543.78	30
543.78 (Santa Fe crossing)	20
543.78 to 544.80	30
544.80 to 546.36	20
EASTWARD, BRYN MAWR TO CRAFTON:	
544.50 to 546.60	20
546.60 to 549.90 (over streets)	10
549.90 to 551.40	20

TERRITORY	FREIGHT AND MIXED
MP MP Column:	1
WESTWARD, CHINO TO POMONA	20
WESTWARD, RIVERSIDE TO COLTON:	
546.36 to 544.80	20
544.80 to 543.78	30
543.78 (Santa Fe crossing)	20
543.78 to 539.59	30
539.59 to 538.95	20
WESTWARD, CRAFTON TO BRYN MAWR:	
551.40 to 549.90	20
549.90 to 546.60 (over streets)	10
546.60 to 544.50	20

Trains with class of engine shown below are further restricted between points shown, as follows:

CLASS ENGINES	CHINO BRANCH	RIVERSIDE BRANCH	REDLANDS BRANCH
	MP 519.95 TO MP 520.30	MP 545.40 TO MP 546.36	MP 544.50 TO MP 545.00
DS-101, 109, 113, 117, 119 to 122	..	15	..
DS-112, 114	..	15	..
DS-118	..	15	..
DF-500, 501	..	X	..
DF-600 to 610	15	10	15
DF-616	..	10	..
DF-109, 111	..	X	..
DF-1 to 3, 5 to 8	..	15	..
DF-4, 9, 10, 11, 13, 14	..	10	..
DF-12, 15	15	X	15

X–Not permitted to operate.

SAN BERNARDINO BRANCH	MPH
Maximum speed	30
Except as follows:	
MP 6 to MP 18 and MP 29 to MP 52	40
El Monte (crossings)	15
San Gabriel River Bridge and curve at East End	15
Baldwin Park (Main Ave.)	20
Baldwin Park (curve at Ramon Blvd.)	10
Baldwin Park to Love Hill (crossings)	20
La Verne (curve east of station)	15
Lincoln Avenue	20
Pomona (Fulton Rd. to Claremont—Mills Ave.)	20
Upland (city limits)	20
Except: Euclid Ave. to Third Ave.	10
Alta Loma (Hellman Ave., Base Line Ave. and Amethyst St.)	25
Rialto to Bench	25
Except: Riverside Ave.	20
Rialto to San Bernardino during foggy or rainy weather	20
San Bernardino (city limits)	20
Except: Rialto Ave. and F St.	10
Urbita	10
Colton (city limits)	15
BASSETT BRANCH	
Maximum speed	20
AZUSA BRANCH	
Maximum speed	20

WEST SANTA ANA BRANCH	MPH
Maximum speed	40
Except as follows:	
Watts to Bellflower	30
Palo Verde (San Gabriel River Bridge)	10
Cornuta Ave., Artesia Blvd., Studebaker Road, Orangethrope Ave., Norwalk Blvd., Bloomfield Ave., Del Amo Blvd., Walker St., Katella Ave., Lampson Ave., Stanford Ave., Paloma Ave., Trask Ave., New Hope St.	30
Wilmington Ave., Imperial Highway, Paramount Blvd., Compton Blvd., Center St., Woodruff Ave., Lincoln Ave., Verano St., Harbor Blvd., 17th St. and 5th St.	25
Long Beach Blvd., Atlantic Ave., Lakewood Blvd., Bellflower Blvd., Pioneer Blvd. and Stanton Blvd.	15
Nelson St. and Garden Grove Blvd., Garden Grove	10
STANTON BRANCH	
Maximum speed	40
Except as follows:	
West Anaheim to Stanton	30
Stanton (Katella Ave.)	30
" (Garden Grove Blvd.)	25
Huntington Beach (Clay St.)	20
" (17th St.)	25
Huntington Beach to Dow	10
YORBA LINDA BRANCH	
All highway crossings, Holmes Ave. to Colima	20
Colima and Yorba Linda	20
The following speed restrictions will apply to ore trains over following bridges:	
San Gabriel River Bridge	15
Rio Honda River Bridge	15
Los Angeles River Bridge	10

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 5, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY MP MP Column:	FREIGHT AND MIXED 1
EASTWARD, FIRESTONE PARK TO COSTA MESA:	
489.10 to 491.92	30
491.92 to 492.00 (interlocking)	20
492.00 to 509.00	30
509.00 to 511.20	15
511.20 to 516.39	30
516.39 to 517.40	15
517.40 to 519.40	30
519.40 to 521.70	20
EASTWARD, WEST ANAHEIM TO STANTON:	
509.00 to 513.60	30
EASTWARD, SOUTH ANAHEIM TO TUSTIN:	
511.90 to 512.22	20
512.22 to 512.60 (crossing)	15
512.60 to 514.53	20
514.53 to 514.91 (crossing)	15
514.91 to 522.40	20
EASTWARD, STUDEBAKER TO CITY OF INDUSTRY:	
497.57 to 497.75	10
497.75 to 500.00	30
500.00 to 501.27	15
501.27 to 504.93	30
504.93 to 504.98 (through switches)	20
504.98 to 511.48 (UPRR)	#..
511.48 to 512.66	20

TERRITORY MP MP Column:	FREIGHT AND MIXED 1
WESTWARD, COSTA MESA TO FIRESTONE PARK:	
521.70 to 519.40	20
519.40 to 517.40	30
517.40 to 516.39	15
516.39 to 511.20	30
511.20 to 509.00	15
509.00 to 492.00	30
492.00 to 491.92 (interlocking)	20
491.92 to 489.10	30
WESTWARD, STANTON TO WEST ANAHEIM:	
513.60 to 509.00	30
WESTWARD, TUSTIN TO SOUTH ANAHEIM:	
522.40 to 514.91	20
514.91 to 514.53 (crossing)	15
514.53 to 512.60	20
512.60 to 512.22 (crossing)	15
512.22 to 511.90	20
WESTWARD, CITY OF INDUSTRY TO STUDEBAKER:	
512.66 to 511.48	20
511.48 to 504.98 (UPRR)	#..
504.98 to 504.93 (through switches)	20
504.93 to 501.27	30
501.27 to 500.00	15
500.00 to 497.75	30
497.75 to 497.57	10

#Trains must not exceed 20 MPH through junction switches UPRR tracks. Speed on UPRR tracks governed by UPRR rules, special rules and instructions.

Trains with class of engine shown are further restricted between points shown below as follows:

CLASS OF ENGINE	SANTA ANA BRANCH			STANTON	TUSTIN BRANCH		
	MP 489·10 491·80	MP 497·67 503·43	MP 503·43 517·39		MP 515·00 516·69	MP 517·70 518·92	MP 519·22 519·77
DS-101, 109, 113, 117, 119, 120, 121, 122	..	..	..	..	..	..	15
DS-112, 114	..	..	..	..	..	..	15
DS-118	..	..	..	..	..	..	15
DF-600, 601, 602, 603, 604	20	20	..	..	..	..	10
DF-606, 617, 620	20	20	..	..	..	..	10
DF-605, 607, 610 to 616	25	25	..	..	..	..	10
DF-608, 609	15	15	25	25	15	15	10
DF-1, 2, 5, 8	25	25	..	..	..	..	15
DF-1, 6, 7			..	..	..	..	15
DF-3	25	25	..	..	..	..	15
DF-4, 10, 11, 13, 14	20	20	..	..	..	..	10
DF-9	25	25	..	..	..	..	10
DF-12, 15	15	15	25	..	15	..	X

X–Not permitted to operate.

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Los Angeles to Alhambra	Alhambra to City of Industry	City of Industry to Ontario	Ontario to Colton	Colton to Indio	Indio to Garnet	Garnet to Colton	Colton to Bloomington	Bloomington to El Monte	El Monte to Stoneman	Stoneman to Los Angeles
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	1400	2225	1400	2225	725	975	700	1425	2525	1425	2525
DP-5, 6, 8 to 11, 13	6005 to 6016, 6055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6067 to 6068	1925	3475	1925	3475	1050	1350	700	2425	4275	2425	4275
DS-200 to 205	1900 to 1903	550	900	450	800	275	325	250	475	2225	425	700
DS-1 to 8	1000 to 1032	800	1350	700	1200	375	450	375	675	3350	650	1250
DS-500 to 506	5100 to 5120	950	1550	800	1375	475	550	450	800	3600	750	1375
DS-9 to 12	1033 to 1090	1350	2250	1175	2000	675	800	675	1175	4750	1075	2150
DS-113, 117, 120 to 122	1486 to 1491, 5129 to 1538, 1568 to 1596	1650	2825	1450	2450	850	1000	825	1450	5750	1375	2800
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1475	2525	1300	2175	750	900	725	1325	5300	1250	2500
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1400	2400	1200	2100	725	825	700	1200	5050	1125	2250
DS-600 to 604	4600 to 4623, 4700 to 4703	1600	2675	1400	2350	825	950	800	1400	5375	1300	2450
DS-605, 606	4624 to 4633	1775	2975	1550	2625	900	1075	900	1550	5900	1425	2825
DS-607	4636 to 4645	1800	3000	1575	2650	950	1100	925	1575	5800	1450	2750
DF-1 to 15 (62/15 gear ratio)	6138 to 6470, 8022 to 8305	1825	3225	1575	2650	925	1125	925	1675	6525	1600	3225
DF-602, 603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844, 5872 to 5895, 200 to 249, 400 to 458	2275	4125	2000	3400	1175	1400	1175	2125	7950	2025	4150
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	2200	4050	1950	3275	1150	1400	1125	2125	8075	2000	4050
DF-621	7400 to 7407	2275	4600	2025	3425	1150	1600	1150	2400	8075	2275	4550
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	2425	4125	2100	3600	1250	1450	1200	2125	8275	2000	4150
DF-14 (61/16 gear ratio)	600 to 637, 700 to 725	2300	4075	2000	3400	1200	1350	1150	2100	8425	2025	4125
DF-100	5200 to 5202	2250	4025	1950	3300	1150	1400	1125	2075	8575	1950	4050
DF-101, 103 to 107, 110, 112	5203 to 5212, 5213 to 5248, 4901 to 4902, 5253 to 5278	2575	4475	2250	3850	1350	1550	1325	2300	8850	2100	4525
DF-109, 111	4903 to 4905, 5250 to 5252	2600	4425	2250	3900	1350	1575	1325	2300	8900	2150	4500
DF-618	7300 to 7309	2425	4525	2125	3600	1250	1575	1225	2350	8950	2250	4525
DF-619, 622, 624	7500 to 7505, 7506 to 7527, 7528 to 7567	2700	5575	2425	4075	1400	1850	1400	2850	9200	2700	5450
DF-617, 620	7200 to 7237	2575	4675	2275	3850	1450	1650	1300	2450	9300	2325	4775
DF-127	7000 to 7020	2825	4875	2450	4225	1450	1700	1425	2500	9300	2325	5025
DF-120, 121, 122, 124, 125	5339 to 5444, 5449 to 5493	2900	5025	2525	4275	1500	1750	1475	2550	9600	2400	5175
DF-800, 801	9000 to 9002, 9003 to 9017	3175	6900	2850	4750	1625	2250	1625	3425	11325	3225	6225
DF-500, 501	4800 to 4815	3450	8075	3000	5075	1750	2150	1725	3275	13300	3150	6600
DF-623, 625, 626	7408 to 7464, 7700 to 7727, 7728 to 7784	2525	5200	2250	3800	1300	1775	1275	2650	11100	2550	5050
DF-802	9018 to 9020	3975	8000	3550	5950	2050	2850	2050	4475	16725	4075	7700
DF-700	8400 to 8402	5100	10700	4650	7800	2675	3700	2575	6350	22425	5400	10325
DF-701	8500 to 8502	5750	11250	5300	8200	3025	4100	2925	7325	23575	5975	10875

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RATING OF ENGINES — In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Pomona and Chino	Colton and Riverside	Bryn Mawr to Crafton	Crafton to Bryn Mawr	Tustin and South Anaheim	Stanton and West Anaheim	Studebaker to City of Industry	City of Industry to Studebaker	Firestone Park and Dyer
DS-200 to 205	1900 to 1903	450	550	175	2650	425	1125	500	5000	700
DS-1 to 8	1000 to 1032	725	800	250	4000	650	1750	775	10000	1350
DS-500 to 506	5100 to 5120	875	950	300	3000	750	2050	875	10000	1400
DS-9 to 12	1033 to 1090	1275	1350	450	4000	1100	2950	1350	10000	2575
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	1600x	1675x	550	4000	1325x	3725	1825	10000	4075
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1400x	1475x	500	4000	1200x	3225	1650	10000	3550
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1350x	1400x	450	4000	1150x	3100	1400	10000	2925
DS-600 to 604	4600 to 4623, 4700 to 4703	1525	1600	525	4000	1275	3500	1550	10000	3250
DS-605, 606	4624 to 4633	1675	1800	575	4000	1450	3975	1750	10000	3800
DS-607	4636 to 4645	1725	1825	600	4000	1450	3950	1750	10000	3750
DF-1 to 15 (62/15 gear ratio)	6138 to 6470, 8022 to 8305	1725x	1825x	600	4000	1475x	4100	2150	10000	5125
DF-602, 603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844, 5872 to 5895, 200 to 249, 400 to 458	2250x	2325x	800	8000	1850x	5275	3000	10000	6825
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	2175x	2225x	750	8000	1775x	5075	2775	10000	6750
DF-621	7400 to 7407	2225x	2275x	750	8000	1850x	5225	3575	10000	7100
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	2350	2450	800	8000	1950	5500	2725	10000	6700
DF-14 (61/16 gear ratio)	600 to 637, 700 to 725	2225x	2325x	775	8000	1850x	5275	3025	10000	6825
DF-100	5200 to 5202	2175	2275	775	4000	1800	5075	2700	10000	6800
DF-101, 103 to 107, 110, 112	5203 to 5212, 5213 to 5248, 4901 to 4902, 5253 to 5278	2500	2625	850	5000	2100	5850	2900	10000	7025
DF-109, 111	4903 to 4905, 5250 to 5252	2500x	2650x	875x	8000	2100x	6025	3000	10000	7350
DF-618	7300 to 7309	2375x	2450x	825	8000	1950x	5600	3250	10000	7350
DF-619, 622, 624	7500 to 7505, 7506 to 7527, 7528 to 7567	2650x	2725x	925	8000	2200x	6225	4825	10000	7975
DF-617, 620	7200 to 7237	2550x	2600x	900	8000	2075x	5850	3700	10000	8050
DF-127	7000 to 7020	2750	2875	950	8000	2275	6450	3750	10000	8050
DF-120, 121, 122, 124, 125	5339 to 5444, 5449 to 5493	2800	2925	975	....	2350	6575	3800	10000	8325
DF-800, 801	9000 to 9002, 9003 to 9017	3100	3175	1075	....	2600	7325	5650	10000	9800
DF-500, 501	4800 to 4815	3350x	3450x	1150x	8000	2725x	8600	5525	10000	11525
DF-623, 625, 626	7408 to 7463, 7700 to 7727, 7728 to 7784	2500x	2525x	875	....	2075x	5900	4325	10000	7750
DF-802	9018 to 9020	3950x	4025x	1400x	....	3275x	8900	7950	10000	11675
DF-700	8400 to 8402	5050	5225	1825	....	4375	11925	10675	10000	15650
DF-701	8500 to 8502	5750x	5900x	2100x	....	5000x	12525	11225	10000	16475x

x—Unless authorized by Superintendent, engines will not be permitted to operate.

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RATING OF ENGINES — In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	State Street to Monterey Park	Monterey Park to State Street	Monterey Park to Rosemead	Rosemead to Monterey Park	Rosemead to Covina	Covina to Rosemead	Covina to LaVerne	LaVerne to Covina	LaVerne to Upland	Upland to LaVerne	Upland to Alta Loma	Alta Loma to Upland
DF-300 to 304	4600 to 4623, 4700 to 4703	1200	2400	3700	1250	1100	3750	750	3750	1250	3750	1000	3750
DF-305, 306	4624 to 4633	1200	2400	3700	1250	1100	3750	750	3750	1250	3750	1000	3750
DS-1 to 8	1000 to 1032	900	1800	3600	900	850	2800	625	2800	800	2800	700	2800
DS-9 to 12	1033 to 1090	1025	2100	3600	1100	1000	3350	650	3350	1100	3350	850	3350
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1200	2400	3700	1250	1100	3750	750	3750	1250	3750	1000	3750
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1200	2400	3700	1250	1100	3750	750	3750	1250	3750	1000	3750
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	1200	2400	3700	1250	1100	3750	750	3750	1250	3750	1000	3750

NOMINAL CLASS	ENGINE NUMBERS	Alta Loma to Rialto	Rialto to Alta Loma	Rialto to San Bernardino	San Bernardino to Rialto	San Bernardino to Redlands	Redlands to San Bernardino	San Bernardino to Colton	Colton to San Bernardino	Corona to Arlington	Arlington to Corona	Irwindale to Azusa	Azusa to Irwindale	Irwindale to Bassett	Bassett to Irwindale
DF-300 to 304	4600 to 4693, 4700 to 4703	5400	1850	5400	1050	1000	4500	1600	1250	1350	1350	1200	2600	4800	1750
DF-305, 306	4624 to 4633	5400	1850	5400	1050	1000	4500	1600	1250	1350	1350	1200	2600	4900	1750
DS-1 to 8	1000 to 1032	3600	1450	3600	775	800	4000	1200	1000	1050	1000	900	2300	3500	1250
DS-9 to 12	1033 to 1090	4800	1700	4800	900	900	4250	1350	1100	1150	1200	1050	2400	4000	1250
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	5400	1800	5400	1050	1000	4500	1600	1250	1350	1350	1200	2600	4900	1750
DS-110, 114, 118	1442 to 1463, 1482 to 1513, 1539 to 1550	5400	1800	5400	1050	1000	4500	1600	1250	1350	1350	1200	2600	4900	1750
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	5400	1800	5400	1050	1000	4500	1600	1250	1350	1350	1200	2600	4900	1750

NOMINAL CLASS	ENGINE NUMBERS	Slauson to Santa Fe Springs	Santa Fe Springs to Slauson	Santa Fe Springs to Yorba Linda	Yorba Linda to Santa Fe Springs	Santa Fe Springs to Whittier	Whittier to Santa Fe Springs	Watts to West Santa Ana	West Santa Ana to Watts	Stanton to Los Alamitos	Los Alamitos to Stanton	Stanton to Dow	Dow to Stanton
DF-300 to 304	4600 to 4623, 4700 to 4703	3450	3000	1650	1900	800	3750	3400	3400	2250	2250	2250	2250
DF-305, 306	4624 to 4633	3450	3000	1650	1900	800	3750	3400	3400	2250	2250	2250	2250
DS-1 to 8	1000 to 1032	2600	2250	1250	1450	600	2850	2550	2550	1700	1700	1700	1700
DS-9 to 12	1033 to 1090	3100	2250	1500	1650	700	3350	3000	3000	2000	2000	2000	2000
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	3450	3000	1650	1900	800	3750	3400	3400	2250	2250	2250	2250
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	3450	3000	1650	1900	800	3750	3400	3400	2250	2250	2250	2250
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	3450	3000	1650	1900	800	3750	3400	3400	2250	2250	2250	2250

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 10-J. Speed signs to left of track:

Eastward	Reading	Westward	Reading
MP 617.66	50	MP 633.71	79-60
MP 618.50	79-60		

RULE 21-C. Extra trains are not required to display train indicators or white classification lights. Engine numbers need not be removed from indicator boxes on arrival at destination. Markers must be properly displayed.

Regular trains authorized on Salton Subdivision or Gila Subdivision of the Tucson Division will display indicators and signals, if any, between end of CTC, Yuma and East Yard.

RULE 82-A. First-class trains and trains consisting of passenger equipment only, authorized on Colton or Salton Subdivision and operating through Indio Yard with same conductor and engineer are thereby authorized on Colton or Salton Subdivision without obtaining a clearance at Indio Yard.

RULE 83-A. At the following stations only trains indicated will register:

Indio Yard—Trains originating and terminating.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within CTC limits, are established at the following points:

West MP		East MP
607.85	Indio	618.41
731.51	Yuma	737.83
674.52	Calipatria (Calexico Branch)	End of Branch
674.52	Calipatria (Westmorland Br.)	End of Branch
End of Branch	(Sandia Branch)	713.7

Yuma: Trains must not enter or depart Yuma Yard unless a proceed signal is received, green flag by day, green light by night, or engineer is orally authorized.

RULE D-97-A. Will apply between MP 609.74, Indio, and MP 618.41, Thermal, and between end of CTC, MP 732.45, Yuma, and Subway, MP 734.26.

RULE 103-A. Trains must stop and traffic on highway be protected by member of the train crew over the following crossings:

Yuma........All crossings in old yard.
Yuma........1st, 2nd, 3rd and 4th Streets, on yard tracks.
Brawley—When shoving cars eastward over K. St. on Even drill or Standard Oil spur. When engine ahead, stop, sound whistle signal 14(l) and if crossing clear, proceed.
El Centro—Before pushing or backing cars on house track or drill tracks over Main Street.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

El Centro—Over Commercial Ave. and Second Ave. on No. 70 drill.

East Indio: Automatic crossing gates at Blythe crossing, MP 613.00, will remain down if tracks occupied within 50 feet of either side of crossing. Trains or engines stopping to clear crossing must not enter crossing until it is known gates are down.

Thermal: Automatic crossing gates at Thermal crossing, MP 617.90 will remain down if tracks are occupied within 50 feet of either side of crossing. Trains or engines stopping to clear crossing must not enter crossing until it is known that gates are down.

RULE 104. The normal position of rigid switches at junction points is as follows:

Ferrum	EMRR for Interchange track.
Yuma	Yard track on Madison Ave., for YVRR.
Calipatria	Westmorland Br., for Calexico Branch.
Holtville	Holton Interurban main track for Sandia Branch.
El Centro	Interchange track, for SD&AERy main track.
El Centro	Sandia Branch, for east leg of old wye.

RULE 105. Thermal: Eastward siding extends between eastward absolute signal, MP 618.41, beginning of CTC and westward absolute signal at spring switch, MP 620.15.

Westward trains must not use this siding without obtaining permission from train dispatcher.

RULE 204. First-class trains and trains consisting of passenger equipment only, of Colton or Salton Subdivisions operating through Indio Yard with same conductor and engineer may be issued train orders on one subdivision that affect their movement on Colton or Salton Subdivisions.

RULE 221. El Centro is a train-order office for SD&AE trains and trains originating via Iris or Wister.

RULE D-251. Will apply as follows: On both tracks between MP 609.74, Indio and MP 618.41, Thermal.

On both main tracks between end of CTC, MP 732.45, Yuma and Subway, MP 734.26.

Between Subway MP 734.26 and MP 737.50 westward track is identified as No. 1 Track and eastward track is identified as No. 2 track and trains and engines may use main tracks in either direction being governed by signal indications.

RULE 286. When distant signals governing movements on sidings between Indio and Araz Jct. display yellow aspect, train may proceed on siding at restricted speed expecting to find siding occupied by a preceding train.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as "P-A":

Eastward Signal	Protection	Westward Signal
P-A P-A	High water detector bridge, MP 618.60	P-A
	Spring switch, east end eastward siding, Thermal	P-A
P-A	Movements over end of derailing spur, Ferrum	P-A
P-A P-A	High water detector bridge, MP 640.87	P-6417
P-6510	High water detector bridge, MP 651.99	P-6531
P-6708	High water detector bridge, MP 672.79	P-6729
P-A P-A	High water detector bridge, MP 691.62	P-6919
P-A	High water detector bridge, MP 705.26	P-A
P-A	High water detector bridge, MP 713.28	P-A
P-A P-A	Spring switch, east end Colorado River bridge, Yuma	
	Spring switch, MP 737.50, east end crossover from running track to Track No. 2	P-SA

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Indio Yard: Signal 6130 on yard lead track governs movements through crossover between yard lead and Main tracks to Eastward track with current of traffic only.

Signals 6111 and 6113 on No. 1 drill track govern movements through crossover to Westward track only.

Yuma: Main tracks between MP 734.26 and MP 737.50 are designated as follows:

No. 1 Track—To north (formerly westward main track).
No. 2 Track—To south (formerly eastward main track).

Between MP 734.26 and MP 737.50 trains or engines may use main tracks in either direction, being governed by signal indication.

Yuma: Signal 7333 governs westward movements through crossover to main tracks only and will remain dark until crossover switch is open.

Westward signal adjacent to Track No. 2, MP 734.32, will display red aspect only as per Rule 290, fig. I. Trains and engines will be governed by yardmaster's instructions before passing this signal.

These signals will remain dark until crossover switches are open.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Thermal	East end eastward siding	Main Track
Yuma	East end bridge	Eastward Track
East Yard	East end of crossover from running track to Track No. 2	Track No. 2

Yuma: Spring switch on engine lead equipped with switch-point indicator. Indicator does not indicate track occupancy. Indicator will display green aspect with switch in either normal or reverse position. When indicator displays red aspect or indicator light is extinguished, careful examination of switch must be made before making a facing point movement.

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
*Yuma	West leg of wye from running track	West leg of wye
	East leg of wye from running track	Running Track
	Tail end of wye	West leg of wye
	East end Roundhouse Track No. 1	East leg of wye
	West end Roundhouse Track No. 1	Roundhouse Track No. 1

*All engines to diesel facilities will use west leg of wye into roundhouse service track.

RULE 705. LETTER-TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes Movement as follows:
M	6139	Indio	Proceed on Main Track

Illum. Letter	On Signal	Approaching
H	6937	MP 693.76

Authorizes and requires movement as follows:

Westward freight and passenger trains must stop short of westward absolute signal west end of Acolita and member of crew open hot bearing detector box door installed on instrument case located on south side of main track at that point.

Numerals displayed by indicator inside of box indicate location of car with hot bearing in train. Top row indicates hot bearing on right side of train and lower row on left side of train in direction of movement. Numbers displayed on top row or bottom row indicate number of axles between hot bearing and rear of train. Indicator will display a maximum of four hot bearings on each side of train. All journals of car indicated by detector as well as each adjoining car must be inspected.

After inspection has been completed train dispatcher must be notified of condition found. When it is safe to proceed, member of crew must push button below indicator panel to cancel numbers on the indicator. Case door must be closed and secured with switch lock.

With the installation of hot box detector at Acolita, following information is to be furnished by wire addressed jointly to Superintendent, Division Engineer, Signal Supervisor, and Chief Dispatcher at Los Angeles, identified by symbol F-99:

1. Date and time actuated.
2. Train identification.
3. Car number.
4. Box location. (1, 2, 3, or 4 from end in direction of movement, right or left side.)
5. Disposition of car. (If set out, state where. If inspection shows that it was not necessary to set out, even though journal was warm enough to activate the detector, advise what corrective action was taken to permit movement of the car.)
6. Report all cases where train passes over the detector without any indication having been displayed and a hot box later develops between Acolita and Indio, explanations of circumstances, etc.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from MP 618.41, Thermal, to MP 732.38, Yuma. Yard track between inside crossover switch west of station and both legs of wye track, Niland and continuing to MP 675.01, Calipatria.

On No. 1 Track and No. 2 Track between Araz Jct. and Yuma block signals are provided for movement of trains in either direction on both main tracks. Movements may be made in either direction on either track being governed by indications of absolute and automatic block signals.

Main tracks between Araz Jct. and Yuma are numbered as follows:

No. 1 Track—To north.
No. 2 Track—To south.

GENERAL REGULATIONS

RULE 825. Instructions for setting hand brakes:

Yuma:	Freight trains	Four brakes on east end, Two brakes on west end.

A sufficient number of hand brakes must be set on passenger equipment placed on Passenger Tracks Nos. 4 and 5 after a reduction of 10 pounds of air has been made.

East Yard:	Freight trains	Two brakes on east end, Five brakes on west end.

RULE 826. Yuma: Indicator lights located above Tracks Nos. 1, 2, 3 and 4 at each end PFE icing platform govern movements on those tracks as follows:

Green:	Tracks may be used for train or switching movements.
Yellow:	Tracks may be entered, switched, and engines, cars or cabooses added or detached.
Red:	Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.
Not Lighted:	Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled to or moved.

RULE 827. Trains of passenger equipment, except GOLDEN STATE—SUNSET, must approach Indio at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make rolling inspection of train, then walk length of train opposite station side, making standing inspection, giving careful attention to running gear and journal boxes.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 24-B. Yuma: When crew is changed, but train consist remains intact, incoming engineer after completing stop will make a full service brake application leaving brakes applied. Outgoing engineer will release brakes and proceed without making prescribed test.

Indio: When continuity of brake pipe is not disturbed, incoming engineer will apply train brakes when stopped. Outgoing engineer will release brakes and proceed without making rear end or road test.

MISCELLANEOUS

10. Indio: Illuminated letter "M" on lettertype indicator located on Signal 6139 will authorize westward freight trains to continue on main track to point where crews are changed. When letter "M" not illuminated, westward freight trains must receive proceed signal before passing over Blythe Street crossing.

Ferrum: On EMRR engines or cars must not move beyond point 100 feet west of point derail.

Wye track located on EMRR main track between switches Ferrum yard.

Movements into derailing spur must not be made and crossover must be kept lined for normal movement on main track, except for direct movements entering or leaving yard.

11. Load limit (car and contents):

*Ferrum-Indio	279,000 pounds
Indio-Yuma	263,000 pounds
Niland-Calexico	251,000 pounds
Calipatria-Westmorland	240,000 pounds
Moss-El Centro (via Sandia)	240,000 pounds

*Ore when consisting of cars in series SP 345000 to SP 345669.

Unless authorized by Superintendent heavier loads must not be handled.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Estelle	16 (water)
Calipatria	22 (water)
Brawley	43 (water)
Imperial	24 (water)
El Centro	18 (water)
Heber	22 (water)
Calexico	28 (water)
Westmorland	8 (water)
Orita	5 (water)
Sandia	5 (water)
Fuller	10 (water)
Yuma-East Yard	117 (water)

29. Train dispatching between Yuma and East Yard, and Yuma Valley Railroad is under the jurisdiction of Tucson Division.

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
732.30	West of Yuma	Colorado River bridge	Side

SPECIAL INSTRUCTIONS—SALTON SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 5, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2
EASTWARD, INDIO TO YUMA:		
610.90 to 612.67	30	30
612.67 to 618.41	79	60
618.41 to 618.50 (through turnout)	60	60
618.50 to 633.71	79	60
633.71 to 635.31	75	60
635.31 to 723.06	79	60
723.06 to 727.00	50	50
727.00 to 731.35, except:	60	60
728.80 to 729.20 (through crossover)	35	35
731.35 to 732.10	60	45
732.10 to 732.70	15	15
EASTWARD, NILAND TO CALEXICO:		
Niland, through crossover and turnouts		15
667.40 to 667.83 (wye switch)	..	20
667.83 to 678.40	..	50
678.40 to 685.70	..	40
★685.70 to 686.80 (Brawley)	..	25
686.80 to 698.90	..	45
698.90 to 699.87 (Main St., El Centro)	..	15
699.87 to 708.88 (Calexico)	..	45
EASTWARD ON WESTMORLAND BRANCH	..	30
EASTWARD ON SANDIA BRANCH	..	30

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2
WESTWARD, YUMA TO INDIO:		
732.70 to 732.10	15	15
732.10 to 727.00, except:	60	60
729.20 to 728.80 (through crossover)	35	35
727.00 to 723.06	50	50
723.06 to 635.31	79	60
635.31 to 633.71	75	60
633.71 to 618.50	79	60
618.50 to 618.41 (through turnout)	60	60
618.41 to 612.57	79	60
612.67 to 610.90	30	30
WESTWARD, CALEXICO TO NILAND:		
708.88 to 699.87	..	45
699.87 to 698.90 (Main St., El Centro)	..	15
698.90 to 686.80	..	45
★686.80 to 685.70 (Brawley)	..	25
685.70 to 678.40	..	40
678.40 to 667.83	..	50
667.83 to 667.40	20	20
Niland, through crossover and turnouts	..	15
WESTWARD ON WESTMORLAND BRANCH	..	30
WESTWARD ON SANDIA BRANCH	..	30

★Regulated by City ordinance.

Freight and mixed trains are authorized to operate at Column 1 speed not exceeding 65 MPH (BSM-70 MPH) between Yuma and Indio when meeting requirements as outlined on page 6.

Light engines may operate at "Psgr train" speeds not exceeding 70 MPH except when dynamic brake is not operating on descending grades, light engines must not exceed Column 2 speed.

Trains with class of engine shown below are further restricted between points shown, as follows:

	SANDIA BRANCH MP 689.12 and MP 697.70
DF-1 to 11	20
DF-12, 15	25
DF-603, 606	20
DF-608, 609	25
DS-101, 109, 113, 117, 118, 119, 120, 121, 122	20

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	10
Through controlled sidings	30
Through controlled siding turnouts	25
Through slip switches	10
Through switches on other than sidings	10
On branches	10
*Over, upon, or across any street crossing, Yuma	5

*Regulated by City ordinance.

RATING OF ENGINES — In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Indio to Niland Dunes to Indio	Niland to Acolita	Acolita to Yuma	Yuma to Dunes	Niland and Calexico	Westmorland and Calipatria, MP 689.12 and El Centro Via Holtville
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	2975	1700	2975	1600	2450	2325
DP-5, 6, 8 to 11, 13	6005 to 6016, 6055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6067 to 6068	5000	1700	5000	1600	4100	2325
DS-200 to 205	1900 to 1903	950	550	1300	500	825	1175
DS-1 to 8	1000 to 1032	1475	800	2000	750	1250	1825
DS-500 to 506	5100 to 5120	1650	950	2250	875	1450	2075
DS-9 to 12	1033 to 1090	2500	1350	3375	1275	2100	3050
DS-113, 117, 120 to 122	1486 to 1491, 5129 to 1538, 1568 to 1596	3175	1650	4175	1600	2550	3875
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	2900	1475	3675	1425	2250	3475
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	2600	1400	3475	1350	2200	3225
DS-600 to 604	4600 to 4623, 4700 to 4703	2875	1600	3900	1550	2475	3650
DS-605, 606	4624 to 4633	3300	1775	4475	1725	2750	4100
DS-607	4636 to 4645	3250	1800	4350	1750	2775	4125
DF-1 to 15 (62/15 gear ratio)	6138 to 6470, 8022 to 8305	3650	1800	4525	1775	2750	4225
DF-602, 603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844, 5872 to 5895, 200 to 249, 400 to 458	4725	2250	5750	2250	3425	5400
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	4800	2200	5600	2200	3350	5250
DF-621	7400 to 7407	5500	2250	5850	2350	3425	5550
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	4775	2400	6000	2375	3700	5600
DF-14 (61/16 gear ratio)	600 to 637, 700 to 725	4750	2250	5775	2250	3425	5350
DF-100	5200 to 5202	4700	2225	5650	2225	3450	5200
DF-101, 103 to 107, 110, 112	5203 to 5212, 5213 to 5248, 4901 to 4902, 5253 to 5278	5200	2600	6375	2525	3950	6025
DF-109, 111	4903 to 4905, 5250 to 5252	5300	2600	6500	2550	3975	6075
DF-618	7300 to 7309	5450	2400	6125	2425	3600	5800
DF-619, 622, 624	7500 to 7505, 7506 to 7527, 7528 to 7567	7075	2700	6900	2800	3975	6800
DF-617, 620	7200 to 7237	5650	2525	6475	2575	3850	6025
DF-127	7000 to 7020	6000	2800	6950	2750	4300	6525
DF-120, 121, 122, 124, 125	5339 to 5444, 5449 to 5493	6200	5250	7250	2825	4350	6700
DF-800, 801	9000 to 9002, 9003 to 9017	8000	3175	8550	3300	4650	7800
DF-500, 501	4800 to 4815	9400	3375	10050	3400	5125	9175
DF-623, 625, 626	7408 to 7460, 7700 to 7727, 7728 to 7784	6275	2525	6500	2600	3725	6250
DF-802	9018 to 9020	9475	4025	9800	4250	5925	9425
DF-700	8400 to 8402	12675	5200	13125	5575	7500	12650
DF-701	8500 to 8502	13350	5875	13800	6300	7975	13300

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.